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No. 17,825. 號七十二百八千七萬一第 日十二月五年卯乙 HONGKONG, WEDNESDAY, JUNE 30TH, 1915. 三拜禮 號十三月六年四國民華中 PRICE, $3 PER MONTH.

## THE HOME MAILS.

TO ARRIVE.

June 30th.—Europe (*vid* Siberia), per s.s. MONTEAGLE.

July 1st.—Europe (French mail), per s.s. VILLE DE LA CIOTAT.

TO DEPART.

July 1st.—Europe *vid* Siberia, at 9 a.m., per s.s. VILLE DE LA CIOTAT.

July 1st.—Straits, Colombo, Port Said, Marseilles and London, at 11 a.m., per s.s. KATORI MARU.

July 2nd.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. KARMALA.

July 3rd.—Europe *vid* Siberia, at 5 p.m., per s.s. CHENAN.

July 3rd.—Shanghai, North China, Japan *vid* Moji, Victoria, Vancouver and United Kingdom *vid* Canada, at 11 a.m., per s.s. MONTEAGLE.

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General Managers.

Hongkong, 9th December, 1914. [57

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Manager,
No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914. [540

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

| | | | | |
|---|---|---|---|---|
| 7.00 a.m. | to | 8.00 a.m. | ... Every | 15 minutes. |
| 8.00 " | to | 10.00 " | ... " | 10 " |
| 10.00 " | to | 11.00 " | ... " | 15 " |
| 11.30 " | to | 12.45 p.m. | ... " | 15 " |
| 12.45 p.m. | to | 1.15 " | ... " | 10 " |
| 1.15 " | to | 1.45 " | ... " | 15 " |
| 1.45 " | to | 2.15 " | ... " | 10 " |
| 2.15 " | to | 5.00 " | ... " | 15 " |
| 5.00 " | to | 8.10 " | ... " | 10 " |

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

| | | | | |
|---|---|---|---|---|
| 7.45 a.m. | to | 10.30 a.m. | ... Every | 15 minutes. |
| 10.30 " | to | 11.00 " | ... " | 10 " |
| 11.30 " | to | 12.00 noon | " | 15 " |
| 12.00 noon | to | 1.00 p.m. | ... " | 10 " |
| 1.00 p.m. | to | 5.00 " | ... " | 15 " |
| 5.00 " | to | 6.00 " | ... " | 10 " |
| 6.00 " | to | 7.00 " | ... " | 15 " |
| 7.00 " | to | 8.10 " | ... " | 10 " |

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 12th June, 1915. [467

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TELEPHONE 1219.

Hongkong, 4th February, 1915. [516

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GRAVING DOCKS AND PATENT SLIP.

| | Dock No. 1. | Dock No. 2. | Dock No. 3. |
|---|---|---|---|
| Length on Keel Blocks ... ... ... | 510 feet | 350 feet | 714 feet. |
| Width of Entrance on bottom ... ... | 77 " | 53 " | 88 " |
| Water on Blocks at Spring Tide ... ... | 25 " | 24 " | 34 " |

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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|---|---|---|
| Lifting Power ... ... ... ... ... | 7,000 tons. | 12,000 tons. |
| Max. Length of Ship taken in ... ... " | 460 feet. | 580 feet. |
| Max. Breadth of Ship taken in ... ... " | 56 " | 66 " |
| Max. Draft of Ship taken in ... ... " | 22 " | 26 " |

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GRAVING DOCK.

| | |
|---|---|
| Length on Keel Blocks ... ... ... ... ... | 363 feet 0 inch. |
| Breadth at Entrance on bottom ... ... ... | 58 " 0 " |
| Depth of Water on Blocks at Spring Tide ... ... | 25 " 7 " |

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

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Hongkong, 1st October, 1914. [44

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Time-Table from May 1st, 1915, until Further Notice.

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NORTH BOUND.

| 1st Class Fares | | | | Connecting at Harbin with the Trans-Siberian Service to Petrograd. | | |
|---|---|---|---|---|---|---|
| | | | | | Sakaki | Kobe |
| Y 40 (R 80 / Y 25) | Shanghai (S.M.R. Stn.) | Lv. | Forenoon | 9.00 a.m. | Sat. Noon. |
| | Tsingtao " | Ar. | " | — | — |
| | Dairen " | Lv. | " | Th. | Tues. |
| | (S.M.R. Trains) | Ar. | 8.30 p.m. | Thursday: | |
| Y 14.96 | Mukden " | Lv. | 11.35 " | " | |
| | " " | Ar. | 11.50 " | | |
| Y 11.45 | Changchun " | Lv. | *7.10 a.m. | Friday | |
| | " (Russian Trains) | Ar. | *9.00 " | " | |
| R 9.60 | Harbin " | Ar. | *9.20 a.m. | " | |

| 1st Class Fares | | | | Connecting at Harbin with the Trans-Siberian Service from Petrograd. | |
|---|---|---|---|---|---|
| | | | | Thursday | |
| R 9.60 | Harbin (Russian Trains) | Lv. | 10.10 a.m. | " | |
| | Changchun " | Ar. | 4.20 p.m. | Friday | |
| Y 11.45 | " (S.M.R. Trains) | Lv. | 5.0 " | " | |
| | Mukden " | Ar. | 8.45 a.m. | " | |
| Y 14.96 | " " | Lv. | 1.0 " | " | |
| | Dairen " | Ar. | 9.0 " | Fri. | Wed. |
| Y 40 (Y 25 / Y 20) | " (S.M.R. Stn.) | Lv. | Mid. | Sat. | — |
| | Tsingtao " | Ar. | Noon. | Noon. | Fri. |
| | Shanghai " | Ar. | Morning | Morning | Sat. |

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

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| Marksmanship for Boys, Baden Powell | .20 |
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The Demon, C. N. and A. M. Williamson.
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Hongkong, 2nd May, 1914 [51

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J. H. TAGGART,
Manager. 16]

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Manager. [98

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THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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1st February, 1915. [37

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MACAO.

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THE MANAGER.

Macao, 1st June, 1915. [620

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74370—Finale from second Concerto (Wienawski) ... Violin ... Kubelik
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64430—Because (Guy D'Hardelot) ... McCormack
64267—Io, here the gentle lark ... Song ... Alma Gluck
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[31-3

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KUI YICK & Co.,
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Hongkong, 7th June, 15. [642

JUST RECEIVED:

Stanley Gibbon's

POSTAGE STAMP CATALOGUE.

First and Second Parts complete.

GRACA & CO.,

No. 11A, CAINE ROAD.

Hongkong, 23rd June, 1915. [465


HONGKONG TIDE TABLE.

From 30th June to 6th July.

| Days of Week | Days of Month | | H'kong Mean Time | Height | | H'kong Mean Time | Height |
|---|---|---|---|---|---|---|---|
| | | | HIGH WATER | | | LOW WATER | |
| | | | h. m. | ft. in. | | h. m. | ft. in. |
| Wed. | 30 | m | 0 18 | 3 9 | m | 3 48 | 3 1 |
| | July | m | 10 37 | 7 5 | | 6 7 a | 0 5 |
| Thurs. | 1 | m | 1 4 | 3 9 | m | 4 39 | 3 1 |
| | | m | 11 30 | 6 8 | | 6 51 a | 0 8 |
| Fri. | 2 | m | 1 50 | 4 1 | m | 5 35 | 3 2 |
| | | | 0 27 a | 6 2 | | 7 34 a | 1 3 |
| Satur. | 3 | m | 2 35 | 4 3 | m | 6 40 | 3 4 |
| | | | 1 31 a | 5 4 | | 8 18 a | 1 8 |
| Sun. | 4 | m | 3 20 | 4 5 | m | 8 20 | 3 4 |
| | | | 2 53 a | 4 7 | | 9 2 a | 2 3 |
| Mon. | 5 | m | 4 4 | 4 8 | m | 10 10 | 3 2 |
| | | | 4 21 a | 4 2 | | 9 45 a | 2 7 |
| Tues. | 6 | m | 4 45 | 5 2 | m | 11 50 | 2 7 |
| | | | 5 50 a | 3 8 | | 10 23 a | 2 9 |


ASAHI BEER.

THE DAI NIPPON BREWERY & CO., TOKIO JAPAN.

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Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509


HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 29th.

| | Previous Day at 2 p.m. | On Date at 8 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 29.63 | 29.64 | 29.63 |
| Temperature | 88 | 80 | 86 |
| Humidity | 69 | 93 | 76 |
| Wind Direction | East | WNW | — |
| " Force | 3 | 2 | 0 |
| Weather | 6 | of | o |
| Rain | — | 0.08 | — |

Highest open air Temperature on 28th ... 88
Lowest open air Temperature on 28th ... 81

## COMPULSORY TRAINING AT SINGAPORE.

### RESERVE FORCE AND CIVIL GUARD.

### TEXT OF THE NEW BILL.

The following is the text of a new bill—the Reserve Force and Civil Guard Bill—which was to be submitted to the Legislative Council at Singapore for first reading on Friday, the 25th inst.:—

A bill intituled, "An Ordinance to provide for the registration of certain residents in the Colony for the purpose of military training and for the establishment of a Reserve Force to the Volunteer Force and of a Civil Guard."

It is hereby enacted by the Governor of the Straits Settlements with the advice and consent of the Legislative Council thereof as follows:—

1. This ordinance may be cited as "The Reserve Force and Civil Guard Ordinance 1915."

REGISTRATION.

2.—(1) Every male British subject of pure European descent between the ages of eighteen and fifty-five years resident in the Colony at the date of the commencement of this Ordinance shall within one week thereafter, and every such person arriving in the Colony after the commencement of this ordinance shall within two months after arrival, make a return signed by him to the Chief Police Officer of the Settlement in which he is residing of his name, place of birth, age, residence and occupation, military service, if any, and date of arrival in the Colony, if such arrival was after the commencement of this ordinance, according to the form in Schedule A.

(2) Any person who fails to comply with the requirements of this section shall be liable to a fine not exceeding twenty-five dollars for every day during which the default continues.

RESERVE FORCE.

3.—(1) Subject to the provisions hereinafter mentioned every male British subject of pure European descent between the ages of eighteen and thirty-eight years in any Settlement shall be liable, whenever it is notified in the *Gazette* that the Governor intends to establish a Reserve Force to the Volunteer Force and to call out men to undergo military training in the Settlement, to serve as a member of such Reserve Force or to undergo such military training as may be prescribed by rules made under this ordinance.

(2) As soon as the notification appears in the *Gazette* and at any time thereafter while such notification is in force the Chief Police Officer shall forward to the adjutant to the Volunteer Force in the Settlement a list, containing the names of those persons who appear from the returns made under section 2 to be under the age of thirty-eight years.

(3) The adjutant of the Volunteer Force in the Settlement shall summon before him in writing in the form in Schedule B such number of persons as may from time to time be fixed by the Governor whose names are on such list.

(4) Any person summoned shall be exempt from the liability imposed by sub-section (1) who

(a) is a member of His Majesty's Army or Navy or of the Volunteer or Police Force of the Colony;

(b) by reason of sickness or other infirmity appears to be incapable of performing the duties of a member of the Reserve Force or of undergoing military training;

(c) is exempted by the committee appointed under this ordinance; or

(d) is exempted by the Governor.

(5) Every person summoned who is not exempt under sub-section (4) shall in the presence of the Adjutant elect to serve as a member of such Reserve Force or to undergo the prescribed military training.

(6) Every person summoned who elects to serve as a member of such Reserve Force shall take the oath or make the declaration set forth in Schedule C to be administered by the Adjutant of the Volunteer Force or any officer who has taken such oath or made such declaration.

4. The provisions of the Volunteer Ordinance 1888 with the exception of sections 6, 28, 29 and 31 shall apply to the Reserve Force.

CIVIL GUARD.

5.—(1) Every male British subject of pure European descent between the ages of thirty-eight and fifty-five years in any Settlement shall be liable, whenever it is notified in the *Gazette* that the Governor intends to establish a Civil Guard in that Settlement, to serve as a member of such Civil Guard.

(2) As soon as the notification appears in the *Gazette* and at any time thereafter while such notification is in force, the Inspector-General in the Settlement of Singapore, and the Chief Police Officer in any other Settlement shall summon before him in writing in the form in Schedule B such number of persons as may from time to time be fixed by the Governor who are liable to serve as members of the Civil Guard in such Settlement.

(3) Any person summoned shall be exempt from such service who

(a) is a member of His Majesty's Army or Navy or of the Volunteer or Police Forces;

(b) by reason of sickness or other infirmity appears to be incapable of performing the duties of a member of a Civil Guard.

(c) is exempted by the committee appointed under this ordinance; or

(d) is exempted by the Governor.

(4) Every person summoned who is not exempt under sub-section (3) shall take the oath or make the declaration set forth in the Schedule C to be administered by the Inspector-General of Police or Chief Police Officer.

6. Every member of the Civil Guard shall have the same powers for the preservation of the peace, the prevention of offences, the apprehension of offenders and for all other purposes, and shall enjoy the same privileges, protection, immunities as the members of the Police Force enrolled under the Police Force Ordinance 1872 except as to pay, pension or other reward.

7. The Civil Guard in the Settlement of Singapore shall be under the control of the Inspector-General of Police and such other officers as the Governor may appoint in that behalf, and the Civil Guards in the other Settlements shall be under the control of the Chief Police Officers of those Settlements respectively and such other officers as the Governor may appoint.

8. The Inspector-General of Police in the Settlement of Singapore and the Chief Police Officers in the other Settlements may from time to time appoint suitable persons to be instructors of the Civil Guard, who shall give instructions in musketry and in squad drill to the members of the Civil Guard.

9. Such arms, ammunition, appointments and clothing as the Governor directs shall be supplied by the Government for the use of each member of the Civil Guard.

MISCELLANEOUS.

10. A committee consisting of the officer for the time being commanding the troops in the Colony or an officer deputed by him and of the officer for the time being acting as Inspector-General of Police and of not more than five and not less than three persons to be appointed by the Governor for each Settlement shall discharge the duties imposed on such committee by this ordinance and by any rules made thereunder.

11.—(1) The Governor may make regulations.

(a) prescribing the duties to be performed by the committee appointed under this ordinance;

(b) with respect to the training, discipline, duties and discharge of members of the Reserve Force and Civil Guard and of those persons who have been elected to undergo the prescribed military training;

(c) with respect to the provision of arms, ammunition, appointments and clothing of such members and persons;

(d) generally for carrying this ordinance into effect.

(2) A copy of such regulations shall be provided to every member of a Reserve Force and Civil Guard and to every person who has elected to undergo the prescribed military training.

12. Any person, who is summoned under section 3 (3) or section 5 (2) and who without reasonable excuse omits to appear at the place specified in the summons, shall be liable to a fine no exceeding twenty-five dollars.

13. Any person summoned, who is not exempt under section 3 (4) or section 5 (3), and who refuses to take the oath or make the declaration as a member of such Reserve Force or Civil Guard, shall be liable to imprisonment of either description for a term which may extend to two months or to a fine not exceeding one hundred dollars, or to both such imprisonment and fine.

14.—(1) Any member of a Reserve Force or Civil Guard called upon to serve, who without reasonable excuse neglects or refuses to serve or to obey any lawful orders, regulations or directions, shall be liable to imprisonment of either description for a term which may extend to two months or to fine not exceeding one hundred dollars, or to both such imprisonment and fine.

(2) Any person who, having elected to undergo military training, neglects or refuses without reasonable excuse to obey any lawful orders, regulations or directions, shall be liable to the punishment prescribed in sub-section (1).

15.—(1) All arms, ammunition, appointments and clothing supplied at the public expenses and issued to any member of a Reserve Force or Civil Guard or to anyone undergoing military training shall be and remain the property of the Government, and shall be produced, exhibited and delivered to any person authorised by the Governor to inspect or receive the same.

(2) If any person wilfully makes away with, sells, pawns, wrongfully destroys or damages, or negligently loses anything issued to him as a member of a Reserve Force or Civil Guard or as a person who has elected to undergo military training, or refuses or neglects when lawfully required to produce, exhibit or deliver on demand any thing which he is liable under this ordinance to produce, exhibit, or deliver, the value thereof shall be recoverable from him before a Police Court by the Adjutant of the Volunteer Force, Inspector-General of Police or Chief Police Officer of the Settlement, and he shall also be liable to a fine not exceeding fifty dollars.

16. Any person who

(a) knowingly buys or takes in exchange or in pawn from any member of a person acting on his behalf or from Reserve Force or Civil Guard or person acting on his behalf or from any person who has elected to undergo military training; or

(b) solicits or entices any such member or person to sell or pawn; or

(c) knowingly assists or acts for any such member or person in selling or pawning; or

(d) has in his possession or keeping, without satisfactory accounting therefor,

any arms, ammunition, clothing, appointments, or other articles, being public property, shall be liable to a fine not exceeding fifty dollars for every such offence.

17. Sections 1 to 6 of the Preservation of the Peace Ordinance 1872 are hereby repealed.

OBJECTS AND REASONS.

1. This bill empowers the Governor to establish a Reserve Force to the Volunteer Force, to call out men to undergo military training and to establish a Civil Guard.

2. The men who are liable to serve in the Reserve Force or to undergo military training are British subjects of pure European descent between the ages of 18 and 38 years. Such men can elect to serve in the Reserve Force or to undergo military training without joining the Reserve Force.

3. The men who are liable to serve in the Civil Guard are British subjects of pure European descent between the ages of 38 and 55 years.

4. To ensure that all British subjects referred to above do not escape the liability imposed by this bill it is provided that all such British subjects shall make a return to the Chief Police Officer of the Settlement in which they are residing of the particulars set out in clause 2.

5. This bill repeals Part 1 of the Preservation of the Peace Ordinance 1872 (No. VI), which empowers the Governor to cause every able-bodied person within a Settlement, where any breach of the peace is apprehended, to be sworn in as a special constable.

6. Recent events have shown that a bill such as this is urgently needed, so that, when the occasion does arise for all able-bodied men to bear arms, they will know how to use them.

C. AUBREY GOODMAN,
Attorney-General, S.S.

From September to April the Russian State savings banks received deposits the monthly total of which showed an average of £3,800,000, as compared with scarcely £100,000 for the same month in 1913 and 1914. The increase is ascribed to the absolute prohibition of the sale of spirits.

## WAR BREVITIES.

The New Zealand Government is bearing the whole cost of a hospital ship for the Dardanelles.

The list of past and present members of Oxford University who have fallen at the front now contains close on 200 names.

Five Greeks who had refused to serve in the Turkish army have been sentenced to death by a court-martial sitting at Constantinople.

The new edition of the list of past and present members of Cambridge University now on active service contains just under 9,000 names.

Toluol and mixtures of toluol, which includes the explosive T.N.T., are included in the latest list of contraband of war notified in the *London Gazette*.

There is such a dearth of labour in the cloth cap-making trade that one manufacturer has offered a bonus of £100 to any one who can find him 500 girls to take the places of men who have enlisted.

The Berne correspondent of the *Morning Post* states that the Austrian Government has just confiscated property in Austria belonging to Sir E. Goschen, the former British Ambassador in Berlin.

It is now the custom for some munition workers in the north, on the completion of a hard day's work, to hire taxicabs to take them to their homes. A party of four or six ride together and share the fare.

The Victorian Legislative Assembly, after a prolonged debate, has passed the second reading of the Bill limiting trading in hotels during the war from nine o'clock in the morning until half-past nine at night.

At a meeting of the Newcastle Tramway Committee the manager reported the "unqualified success" of the forty-eight women conductors already on the cars, and said that other routes would be supplied with them.

British residents in Florence, besides contributing to the Red Cross, have decided that all those who can shall take convalescent Italian soldiers in their villas. Several announced their readiness to take a dozen soldiers.

In view of the great difficulties suffered by Russian wine merchants by the absolute prohibition of the sale of alcoholic liquors, the Council of Ministers at Petrograd has decided to give them the power to cancel contracts concluded in the past.

Reuter's Agency learns from diplomatic sources that Italy has given her adhesion to the agreement already signed by the Allied Powers not to conclude a separate peace, and that the signature of a formal document to this effect is believed to be imminent.

An English governess who recently returned from Germany was given by the family (who had treated her kindly) a sausage to sustain her during the journey. On reaching the frontier the German searcher deprived her of the sausage on the ground that no food must leave the country.

The death at the front of a soldier named Lovelace, of Edmonton, has been followed by the enlistment of his brother Leonard and three of the dead soldier's friends. His mother, in a letter to a local paper, says: "If this helps recruiting our boy will not have died in vain."

A London paper records:—The two German airmen who were rescued from the North Sea by British destroyers left Harwich yesterday morning. The officer was given a first-class reserved compartment, his destination being Donington Hall. His mechanic travelled third class to Frimley, where he will be interned.

A Swiss military officer who recently returned from a second visit which he has paid to Germany since the beginning of the war, states that whereas the Emperor's picture upon the cinematograph films used to be the signal for tremendous applause, it is now invariably received in silence. At one Berlin cinema show, which the officer visited, the picture of the Archduke of Austria was greeted by ironical laughted.

Mr. Kendall, Primitive Methodist minister of the Windsor circuit, which includes Windsor, Slough, Chalvey, Bracknell, Winkfield, and Sunningdale, was recently appointed Chaplain to the forces in France. With the consent of the connectional authorities his wife is discharging all his ministerial and pastoral duties. She travels round the circuit, preaches at the Sunday services, and conducts the usual week-day meetings.

In Russia, a London paper states, the widow of a soldier is presented with the magnificent sum of 8s.; in Japan with £44. "We in England have a rather higher idea of her husband's value, and compensate her with 10s. a week for life. Nor can the pension of 25s. a week to the incapacitated soldier be deemed niggardly. We know of wounded men who are so thoroughly satisfied with the prospect of such a pension that their incapacity fades into insignificance."

In a letter to a friend a soldier who gave up a good position in the railway service says:—"I joined because men are wanted. I am mixed up with all kinds of chaps. On my right sits an overseer of mines from Cardiff, next is a Liverpool docker, then an assistant cashier; on my left a shop assistant and an Irish navvy with a face as black as smoke, with an appetite like an elephant and a mouth as wide as the Gulf of Mexico. I must close now, for I've got to write a love letter for a raw recruit who can do anything with a pen but write."


INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

[16

A SNOWBALL BAG SALE,
IN AID OF THE
BELGIANS IN ENGLAND AND IN BELGIUM,
will be held in
THE GROUNDS OF GOVERNMENT HOUSE,
on
FRIDAY, JULY 9TH, FROM 4-7 P.M.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR and Lady MAY, H.E. Major General KELLY, C.B., and Mrs. KELLY, His Honour Sir WILLIAM REES DAVIES and Lady DAVIES, The Commodore and Mrs. ANSTRUTHER.

By kind permission of Col. WATSON and the Officers, the Band of the 74th Punjabis will play during the afternoon.

Entrance from Lower Albert Road.
Admission 20 Cents. Tea 40 Cents.
Hongkong, 26th June, 1915.

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 16th February, 1915. [292

CLEARANCE SALE OF LAMPSHADES.

30 per cent. discount for CASH.

KOMOR & KOMOR'S

ALEXANDRA BUILDINGS,
Des Vœux Road.

Hongkong, 8th June, 1915 [646

SAVE YOUR BLADES

IF YOU SHAVE WITH A SAFETY RAZOR SAVE YOUR OLD BLADES.

75 Cts. per Dozen.

We can re-new their usefulness re-sharpen them and make them like new.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 24th June, 1915. [667

FRENCH LESSONS

G. MOUSSION,

18, MORRISON HILL ROAD.

[697

INSURE YOURSELF

against all sorts of aches and pains—headaches, toothache, backache, earache, sore throat, sprains, strains and bruises—by keeping close at hand a bottle of LITTLE'S ORIENTAL BALM. It stops the pain. Stops it quickly. Just rub it in where the pain, ache or soreness is, and see how soon you get blessed relief!

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—
Messrs. A. S. WATSON & Co., LTD.

[414-16

## WEAK INDUSTRIAL POSITION OF GERMANY.

### THE END OF SUPPLIES FROM ITALY.

In the following article the neutral correspondent of the *Times* shows why the industrial position of Germany is less sound than the Germans declare it to be and how it will become aggravated by the intervention of Italy, through which country supplies of raw material have hitherto been obtainable:—

The entry of Italy into the war on the side of the Allied Powers will seriously affect the industrial position in Germany. I have already pointed out that the condition of her industry is the weakest spot in the German armour. Though Germans constantly assert in public that they are now far better off than at any time since the outbreak of war, and that a normal state of things will soon be attained, the real situation is very different.

It is from the iron and coal trades that the Germans draw the statistics which they use in support of their contention. But these trades have been less disturbed by the war than any others. Trustworthy figures show, moreover, that even the production of iron and of coal has been adversely influenced. The output of pig-iron fell from a monthly average of nearly 1,600,000 tons before the war to 587,000 tons in August last, and has only gradually been worked up to a level of 940,000 tons. The coal output fell from 268,000 tons in July to 97,000 tons in August, and eventually rose to 183,000 tons. During the last few months there has been a noticeable fall from this level.

The sudden outbreak of war caused greater havoc in the industrial world than is generally known. Many manufacturers lost their heads, factories were closed, and masses of workmen were discharged. Unemployment on a large scale was in sight. But after a few days of bewilderment, which was increased by the calling-out of workmen, and the stoppage of industrial transport during the mobilization, the German genius for organization was brought into play. It was immediately understood that military success would be of little account unless the people at home were kept employed. It was seen that masses of unemployed, with the attendant destitution and its paralysing influence upon the community, must at all costs be precluded.

ORGANIZATION OF INDUSTRY.

To this end the industrial leaders turned their efforts. It soon became evident that fears of unemployment had been exaggerated. The demand for war supplies of all kinds caused a general rearrangement of industrial activity. Every factory that could possibly be adapted to the manufacture of war material was transformed, and the workmen who had been discharged were speedily reabsorbed. The head of one of the large concerns in Silesia told me that in his works extensive preparation for the production of war material had already been made in peace time, and that other works had been very rapidly adapted to the same purpose. They had all been kept busy, though the margin of profit had been small on account of the difficulty of liberating workmen who had been mobilized and of training new workmen who had been brought in from different industries.

The first step taken by the industrial leaders was to regulate the distribution of military orders, so as to eliminate the speculators and middlemen who sought to intervene between the military authorities and the manufacturers. By August 8 the two chief industrial federations, the Bund der Industriellen (Manufacturers' Union) and the Zentralverband der deutschen Industrie (Central Association of German Industry) joined together and formed a "War Committee of German Industry." This committee commanded the whole industry of the country, and appointed a special commission to act as a link between it and the military, naval, and State authorities. It took over not only the distribution of orders, but was also entrusted with the work of deciding the best use to which the available industrial forces could be put, the most efficient division of labour among the various branches of industry, and the organization of the supply of metals.

Hand in hand with this reorganization of industry went the organization of credit. War-credit banks were created with the help of the Imperial Bank, to support the undertakings that had been hard hit by the war. Similarly, the Labour Exchanges were called upon to distribute in the most effective fashion the available labour supply. A Central Office for the whole Empire (Reichszentrale der Arbeitsnachweise) was instituted at Berlin. It comprised all organizations previously existing, those of the trade unions, as well as those formed by the employers. Employers and employed were equally represented.

Thus the war solved a problem which had long been the cause of bitter struggle between workmen and industrialists. Among the difficulties overcome by this association of employers and employed has been the distribution of work to workmen who, for various reasons, were not occupied in war industries. Other organizations for the supply of petrol, rubber, copper, etc., completed the remarkable network of effective war co-operation which has hitherto enabled the country to make the most of its industrial resources.

A GLOOMY FUTURE.

Yet, notwithstanding this success and in spite of optimism in other directions, real anxiety for the future—a comparatively near future—is to be found among the industrial leaders. Not even the successful conversion of piano factories into cartridge-making establishments, or of silk spinneries into shrapnel works, can hide the fact that, outside the sphere of war work, the industrial activity of Germany is gradually slackening down. After only 10 months of war Germany has been reduced to the position of a community commercially and industrially isolated. Very little of the 20 to 25 per cent. of the country's output that formerly went abroad can now be exported. The raw materials which the country cannot produce have become scarcer and with the entry of Italy into the war they will be practically stopped. Compensation for the loss of foreign markets has been sought and to some extent found at home. The falling-off in production, the absorption of workmen in the war industries, and the clever manipulation of finance have all helped to create an appearance that things are working smoothly.

But appearance cannot alter the fact that the lack of essential raw materials is being severely felt. There is enough for the war industries, but other industries are living on the doles they receive from time to time. Even the most marvellous organization cannot produce petrol, cotton, or wool out of the German soil. In 1913 Germany sold to the rest of the world goods worth some £420,000,000 sterling. The total German imports reached a total of nearly £500,000,000. No rearrangement of the home demand, no reorganization, no retrenchment, no financial prestidigitation, can in the long run avert the consequences of this stoppage of raw materials, unless the German armies are able to secure new sources of supply.

## SCARBOROUGH "WAR" MEDAL.

### LIGHT ON THE GERMAN MIND.

A correspondent drew attention in the columns of *The Times* recently to the number of war medals issued in Germany since the war began. The catalogue of an Amsterdam numismatist who is offering some of these trophies for sale is commented on in *The Times* of the 28th ult. as follows:—

These medals give some slight, but amusing, help for our better understanding of the German mind. The issue of these medals is, of course, a trifling matter, but their quality and number—nearly 200 have been issued already—make them as significant as the goose-step, and in much the same way.

The goose-step does not lessen the bravery and fighting capacity of the German soldier; on the contrary, by its encouragement of the deliberately heroic, the haughtily conquering attitude, it probably makes him a better fighter; but nevertheless it makes him ridiculous. So for the same obvious reason, these memorials of "glorious" exploits are ridiculous, too, though no doubt in a lesser degree they also foster a belief in invincibility and soothe and encourage the populace of the Fatherland. What, for instance, is to be said of the issue of medals to commemorate the bombardment of Scarborough and the Hartlepools, these "fortified places"? We laugh, and we can afford to laugh, at a proceeding that displays so little sense of proportion; but it helps us to realize, not merely how credulous are the German people, but how entirely they are obsessed with the idea of "military glory." While we should never think of bombarding watering-places, we should also never think of such commemorations, simply because we have too much common sense to be led away by romantic notions of the value of war for its own sake. Of course German leaders are too shrewd to be themselves deceived by that sort of theory of war; they have made war for very definite material ends, but it is a theory very useful for rousing and maintaining the war frame of mind among their people, and to spread it every little, such as absurd war medals, helps.

Some of the medals have been struck a little prematurely, such as the Von Kluck medal to celebrate the capture of Paris—the city is represented in flames—and another that commemorates the relief of Przemysl; but a few little slips are perhaps excusable in so large an issue. The exploits of Captain Müller and Lieutenant Weddigen have been rightly honoured, though the Scarborough medal rather cheapens the honour, and Hindenburg and Von Spee are several times represented. Von Tirpitz seems to figure only once, but no doubt he will again appear when the *Lusitania* medal is issued.

Many of the issues are satirical and the sarcasm is, of course, of the heavy German kind, facetious rather than witty. The landing of our Indian troops at Marseilles has inspired the most vigorous. On the obverse side is a giant and hideous "Tommy" setting down a miniature elephant, with the inscription "All right—*Weiter zum—Kriegsschauplatz*" on the reverse side. A triumphal arch on the seashore labelled "Vive les anglais—nous sommes sauvé," with an Indian underneath bearing a banner inscribed "Grand—attraction—des Indiens—Marseilles."

## MR. BALFOUR AT THE ADMIRALTY.

The Rev. Samuel Bickersteth, of Leeds, in a letter to the *Times*, says:—

In the light of the Cabinet changes, you may not think the following incident too slight to be recalled:—

On a Sunday some 13 years ago, my neighbour of those days, the late John Penn, then M.P. for Lewisham, the head of the well-known engineering firm, said to me:—"Yesterday I was going to play golf with Arthur Balfour, and went to pick him up in Downing-street on the way to the railway station. He threw down the book he was reading, and excused himself for going to sign some letters before starting, and I had the curiosity to pick up the book. To my surprise, it was on my own subject, marine engineering, and I said to myself, 'Well, I flatter myself that this is a subject on which at least I know more than my political chief.' But as we travelled from London to the south coast, I was almost led to change my mind, as I was put through such a searching catechism of inquiries as to first principles and their application that I had to recollect all I knew about engineering. I felt there was little I had learnt which that man did not know, and he would be in his right place at the head of the Admiralty."

Hale and Health End, two country suburbs of Aldershot, have sent to the Army or Navy 400 out of their aggregate population of about 1,500, or practically every eligible man in the two parishes.

## LORD C. BERESFORD AT THE FRONT.

### WHERE WE HAVE 1,000 GUNS WE OUGHT TO HAVE 5,000.

Lord Charles Beresford returned to Paris on the 25th ult. after a week's motor-car tour on the eastern French front, in splendid health and spirits. His journey extended to recovered Alsace. He said:

"Great courtesy was shown to me by all the generals. I was allowed to see a parade of the finest troops of France—magnificent men, marching along full of good spirits, very like men of my nation, the Irish, in that respect. All the officers and men had a look of grim determination. After the parade and the band had played the National Anthem I had to say something. I said, 'Now I've seen your Alpine chasseurs, all I can say is, *Pauvres Boches*!—Poor Boches.' It was a short speech, but it went well, and has gone all down the line. Everyone was much amused by it.

"I saw many other regiments and places I must not name. I heard German shells and saw remarkable evidences of the power and accuracy of their guns. There is no doubt that this is an artillery war. Where we have one thousand we ought to have five thousand guns. There is no doubt as to the final result, but we must keep at it and be prepared for anything.

HOW HE WAS MISSED.

"At one place the Germans sent a Taube to bombard my house. It missed and killed a poor woman a few doors away. The same night, after I left, they made a second attempt. The airman swooped down and dropped two bombs just outside the door. The explosion covered the face of the house with mud and drove in the windows, the glass filling the bed I had slept in. The French authorities were of opinion that the attempt was the deliberate result of information by a spy."

Lord Charles Beresford treated the matter as a compliment and said: "I must write to the Emperor and tell him what I think. I know him well. I stayed twice with him and also motored with him to many places in England. I knew him when he was quite a boy. I never thought he would turn out such a bad fellow."

In the course of his tour Lord Charles Beresford was introduced to Sister Julie, a heroine of the war, who nursed the wounded while her village was being burned, saved her patients from having their throats cut, defied the German colonel, and stopped further burning.

Lord Charles Beresford has high praise for the work of the British Ambulance Committee. "I found our 250 men working, under strict French discipline, under dangerous conditions. I saw wounded brought in from the firing line and heard their grateful remarks. I was delighted with all I saw, but must refrain from detailed description, having regard to the military situation."

## THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—The undermentioned are granted leave of absence as follows:—

Lieut. T. G. Weall from 30th June, 1915 to 31st August, 1915.

Private G. M. Lakin from 30th June, 1915 to 31st August, 1915.

Private R. E. St. Amery's leave is extended to 15th July, 1915.

RESIGNATION.

2.—Private H. H. Bond (on Home leave, joining H. M. Forces) is permitted to resign, dated 29th June, 1915.

TRANSFER.

3.—Gunner W. B. Hind from No. 1 Section Art. Batty. to Centre Section M. G. Co., dated 29th June, 1915.

ENGINEER COMPANY.

4.—"Belchers Reliefs" for the month of July on the notice board at Headquarters for information of members of Engineer Company.

PARADES.

5.—Parades for Wednesday, 30th instant.
7.00 a.m. Signalling Section—Signalling Instruction at Headquarters.
Remainder, *nil*.

DETAIL.

6.—Gun Club Hill, Kowloon.
On duty until 3rd July: Centre Section M. G. Co.
Officer on duty: Capt. G. G. Wood.
At Detention Camp, Kowloon.
On duty to-night: No. 2 Section Artillery Battery.
Officer on duty: Lieut. J. D. Danby.
Orderly Officer: Lieut. Wright.
Orderly Sergeant: Sgt. Crawford.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

29th June, 1915.

NOTICE.

A Requiem Mass for the repose of the soul of the late Pte. F. M. Soares, who was killed in action in France on 5th April last, will be held in the Roman Catholic Cathedral Glenealy, on Monday, 5th July, at 7.30 a.m. Members of the Corps intending to be present are requested to inform the Adjutant as early as possible, in order that seating accommodation may be arranged for.

## HONGKONG POLICE RESERVE.

PARADES.

Wednesday, June 30th.—
Nos. 1 and 2 Chinese Platoons.
Nos. 1 and 2 Portuguese Platoons.

MUSKETRY.

The Match against the regular Police will take place at King's Park Range on Saturday, July 3rd, at 2.30 p.m. sharp, at 200, 500 and 600 yards, Bisley targets. Ten men a side, best eight to count. Open sights, slings and Verniers optional.

The following will represent the Police Reserve:—

Chief Inspector Mason, Sergeant-Major Roylance, Sergeants Lammert and Sirdar Khan, Arnott, O. Chan, Grant-Smith, Cooke, H. M. Remedios and Potter.

Reserve:—Champion and Sleat.

F. C. JENKINS,
D. S. P. (Reserve).

Princess Xenia of Montenegro (sister of the Queen of Italy) has entered a hospital at Naples to prepare herself for nursing the wounded in the war.

## WAR NEWS

### CELEBRATING A VICTORY.

GERMAN MERCHANT AND A CHINAMAN.

The *Berliner Tageblatt* reports that the Third County Court on the 23rd ult. condemned to a fine of three hundred marks a merchant from Wilmerdorf, who on February 22 insulted the interpreter Pyau Ling and the Attaché Chiang of the Chinese Legation.

The journal adds: "The accused expressed deep regret. On that day he said he had celebrated with a friend a Hindenburg victory and had drunk some five litres of beer. He said that he thought the two Chinese were Japanese spies owing to their small stature."—*Reuter.*

### PIRATE AS "POET."

A "poem" on the sinking of the *Lusitania* appears in the German paper *Der Tag*. Its character, says the *Daily News*, may be gathered from the following stanza, translated as literally as possible:—

The ship goes down with passengers and crew...
Hurrah! a thousand German lives 'twill save.
To guard one field-grey hero we would strew
Ten Lusitanias gladly 'neath the wave.

Not inappropriately, it is signed "Caliban."

### GERMAN ATROCITIES.

"WORSE THAN HAVE YET BEEN PRINTED."

A private of the 1st Seaforth Highlanders, in a letter home, relates the story of the captured German officer laughing at the sufferings of our men who had been "gassed." The incident has already been mentioned by "Eye-Witness." The soldier writes:—

"I have nearly recovered from the German gas poison, but a great many brave lads have died from its effects. When we had come to our senses after the 'gassing' our regiment charged the German trenches, taking a good number of prisoners. Amongst them was a Bavarian officer, who, when he was passing us, laughed at the men lying suffering from the poisonous fumes and gasping for breath. He turned and asked with a smile and jeer, 'What do you think of that?'

"The sights I have seen committed by Germans have been disgraceful. I have seen a mother and child stripped naked and dead with many wounds. When you see such things reported in the Press, don't think they are false, for there have been many worse things committed than have yet been printed. Surely, when the young men of the British Empire realize such horrors, those who are not making munitions of war should roll up and join the Army or Navy. Will the people of Great Britain never wake up and take this horrible war seriously? Miles and miles of ground upon which corn and potatoes grew last year is now a large cemetery. Even the dead are not allowed to rest sometimes."

### STREAM POISONED WITH ARSENIC.

GERMANS' LATEST WEAPON.

An officer, writing from Northern France, says:—

We have been settled down here for about a month holding a line of trenches south of Ypres, and the Germans are in trenches from 60 to 100 yards off. Sniping goes on all day from loop-holes or periscope rifles—*i.e.*, rifles with a looking-glass attachment which enables you to fire without exposing yourself. We shell the German trenches and they shell ours, and at night hand grenades, rifle grenades, and bombs from trench mortars are passed over from both sides. We have had about 900 casualties in the north, and I hope the Germans an equal number, but there is nothing to show for it; we have only secured two dead Germans the whole time, who came over on a bombing expedition to our trenches—they were Bavarians and rather fine men. They have not tried their gas dodge here yet, but a lot of men came in from Ypres to the hospital suffering from it, and several died. Our Col. Dr., who has been in Egypt, India, and Africa, said he never saw such a sight as they were. It sets up acute inflammation of the lungs and the man gets smothered by degrees.

A lot of men on the left of our trenches were admitted to hospital suffering from what is, I believe, called dropped wrist, also from jaundice. The outbreak could not be accounted for, and a few days ago we were asked to secure a sample of water from a stream coming from the German position and joining a stream in rear of the trenches. This was sent in to be tested, and one grain of arsenic per pint of water was found, so they have begun their South African dodge of poisoning the water supply out here; it may give a lot of trouble when we advance. They are perfect savages, and will stick at nothing. The only thing is to wipe them out, but it will take time.

## BISHOP'S MAY MEETING STORY.

Speaking at a meeting at Church House recently, the Bishop of Stepney said that missionaries were too apt to take it for granted that wherever they went they would find thousands of people keen about religion. One China missionary told him recently how, after he had been preaching for some time, he saw a Chinaman contemplating him earnestly. Later he asked the man what he had been thinking of so seriously, and the reply was, "Oh, I was simply wondering what on earth your boots were made of." (Laughter.)

The Wandsworth Borough Council "learns with regret" that there are still in the employ of the council 113 officials and workmen of military age and eligible for the Army, "whose services to the municipality are not, in present circumstances, indispensable." So the Mayor of Wandsworth is raising a borough battalion!


INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850). (TELEPHONE 1741).

FOR ALL KINDS OF

BAGS

LADIES' LEATHER HAND-BAGS. SILK VANITY BAGS.

HOLDALLS LINEN BAGS.

GENT'S COLLAR BOXES. COLLAR BAGS.

KIT BAGS—SUIT CASES, CADDY BAGS.

HAT CASES, CRICKET BAGS.
TENNIS BALL NETS, ETC., ETC.
ALL BRITISH MADE.

LANE, CRAWFORD & CO.

[22

WE

ARE OFFERING FOR ONE MONTH ONLY

A SPECIAL LINE

IN

DRAB LINEN,

COAT AND TROUSERS $7.50.

GROSE & CO., LTD.,

TAILORS,

29, DES VŒUX ROAD,

HONGKONG.

LONDON CUTTER.

Hongkong, 14th June, 1915. [662

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS. SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS. CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given r quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS, 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." 130

## NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lords Commissioners of HIS MAJESTY'S TREASURY, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 30th June, 1915.

The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III. Cap. 45 and 41 George III. Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company."

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 29th June, 1915. [714

TO LET.

OFFICE in Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 30th June, 1915. [717

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 1st July.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 30th June, 1915. [715

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 1st July.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 30th June, 1915. [716

BANK HOLIDAY.

UNDER Ordinance No. 5 of 1912, TO-MORROW (THURSDAY), 1st July, has been proclaimed a GENERAL HOLIDAY and the EXCHANGE BANKS will be CLOSED for Business on that day.
Hongkong, 26th June, 1915. [702

THE HONGKONG CORINTHIAN YACHT CLUB.

A GENERAL MEETING of Members will be held at the Club House TO-MORROW, June 30th, 1915, at 6 P.M.
All Members are specially requested to attend.
By Order of the Committee,
A. D. GEE,
Hon. Secretary.
Hongkong, 24th June, 1915. [687

NOTICE.

THURSDAY, July 1st, 1915, and until further Notice, 25% Cash Discount will be allowed on all Goods.

M. GAINS,
Alexandra Buildings.
Hongkong, 29th June, 1915. [707

THE HONGKONG ICE CO., LTD.

NOTICE.

OWING to the INCREASED COST of Manufacture, &c., it has been decided to raise the Price of ICE to 1½ cents per lb. as from 1st July next.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 16th June, 1915. [678

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

MAY ROAD STATION will be Open for Traffic on and after THURSDAY, July 1st.

Single Fares from Upper or Lower Terminus, 20 Cents.

Season Tickets available for Three Months between the Lower Terminus and May Road—can be obtained on application at the Company's Office at the following rates:—

| | |
|---|---|
| Gentlemen ... ... ... ... | $30.00 |
| Ladies ... ... ... ... ... | $10.00 |
| Children ... ... ... ... ... | $ 5.00 |

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st June, 1915. [661

WANTED.

THIRD OFFICER for s.s. "CHANGSHA," sailing 3rd July for Australia.
Apply on Board.
Hongkong, 28th June, 1915. [701

## INTIMATIONS

NOTICE.

THE 6 PER CENT. INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE Public are hereby notified that the SECOND PAYMENT OF INTEREST of the 6% Internal Loan of the 3rd year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations, governing the Payment of Interest of the Loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorised for the Payment of Interest, the following important points are hereby published for general information:—

1. The date when the Payment of Interest begins:
   30th June, 4th Year of the Chinese Republic.
2. The Organs authorised for the Payment of Interest:
   a. All Magistrates' Yamens.
   b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
   c. The Reliable Agents of the above-mentioned two Banks.
   d. All Maritime Customs Offices.
3. The Methods for the Claiming of Interest. The Public when Claiming for the Interest must cut down the matured Coupons and proceed to any of the above-mentioned Organs with the said Coupons. Thessaid Organs after examining the said Coupons will then Pay the Interest and retain the Coupons so paid. But the holders of $1,000 Bonds and of $10,000 Bonds must not cut down the Coupons themselves, as the said Bonds have to be examined first by the Organs concerned.

The Matured Coupons can be used as cash in Payment of Land Tax. The Interest of the Coupons is expressed in term of "Big Dollar," and if it is required to be converted into Taels or Copper Cash, then the Rate of Exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The blank Coupon No. 1 of each Bond must be cut down at the time when the Coupon No. 2 is presented for payment in cash or for payment of Land Tax and to be handed over for cancellation together with Coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised Organs above-mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS.
[668

NOTICE.

WE beg to say that our late father, IU HAK MING, *alias* IU TAK SING, *alias* IU TSUN SHAU, a native of Ping Yuen district, Kwong Tung, who was poor when young, and who proceeded to Ipoh, Perak, and Soremban, in the Straits Settlements, to work mines for many years, succeeded in obtaining a large sum of money, which was sent back to his native country and invested in real estate, *i.e.* over Sixty Houses for Shops in Swatow and Mui Yuen district, and over Twenty Houses, Shops and Schools, together with over Three Thousand *Mow* of Agricultural Land. These properties were all registered in the Magistrate's Yamen of Ching Hoi Mui-yuen and Ping-yuen, title deeds being held for them and tax regularly paid in respect of them.

Unfortunately, our late father died on the 23rd day of the Eleventh Moon last year in his native country Ping-yuen district. There are seventeen sons of the deceased and each of us is entitled to a share of the said property. The first son, named Iu Yeuk Hon, died some time previously and left two sons named Iu Hin Wan and Iu Yau Wan; the second son was named Iu Yeuk Leung *alias* Iu Kot Pang; the third Iu Yeuk Ko, *alias* Iu Fuk Ngom; the fourth Iu Yeuk Ngo, *alias* Iu Yam Sam; the fifth Iu Yeuk Kai *alias* Shing Chai; the sixth Iu Yeuk Wah; the seventh Iu Yeuk Fook, *alias* Iu Kai Mi; the eighth Iu Yeuk Chow, *alias* Iu Chiu Ping; the ninth Iu Yeuk Sa, *alias* Lou Chai; the tenth Iu Yeuk Hing, *alias* Iu U Miu; the eleventh Iu Yeuk Ching, *alias* Iu Sut Ting; the twelfth Iu Yeuk Tsoi; the thirteenth Iu Yeuk Yeung; the fourteenth Iu Yeuk Kwai; the fifteenth Iu Yeuk Wong; the sixteenth Iu Yeuk Cheung; the seventeenth Iu Yeuk Ming; and there are also six or seven grandsons.

As we have so many near relations, it is feared that among them there may be one or two who might secretly contract debts. All we brothers, therefore, had a meeting and decided that no one be allowed secretly to sell or mortgage the said property. We therefore beg to announce publicly, as we fear that our distant relatives or friends are ignorant of the fact, that the said property cannot be mortgaged or employed as security for obtaining loans of money secretly, and if any of our brothers should have secured any loan on such security that creditors should demand the repayment of it from the one who is responsible for it, otherwise we will not be held responsible for any debt contracted.

| | |
|---|---|
| Signed:—Iu Yeuk Ngo, | Iu Yeuk Leung, |
| Iu Yeuk Kai, | Iu Yeuk Ko, |
| Iu Yeuk Chow, | Iu Yeuk Wah. |
| Iu Yeuk Fook, | Iu Yeuk Sa, |
| Iu Yeuk Tsoi, | Iu Yeuk Hin, |
| Iu Yeuk Ching, | Iu Yeuk Yeung |
| Iu Yeuk Cheong, | Iu Yeuk Kwai. |
| Iu Yeuk Wong | Iu Yeuk Ming. |

4th June, 4th Republican Year.
Hongkong, 24th June, 1915. [690

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA.
Care of E. PABANEY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 10th February, 1915. [272

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury & Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [135

## HOUSES TO LET

TO LET.

HOUSE, No. 4, LYEEMUN VILLAS, Kowloon.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 30th June, 1915. [501

TO BE LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co.,
Opticians.
Hongkong, 29th June, 1915. [705

TO LET.

"HOMEVILLE," No. 153, Wanchai Road. 10-Roomed House, with Small Garden. Splendid View of the Harbour.
TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).
Apply— D. H.,
Care of "Daily Press" Office.
Hongkong, 14th June, 1915. [651

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 1st June, 1915. [615

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616

TO LET.

BRITISH CONCESSION, SHAMEEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation end July. Inspection invited.
Apply—
T. E. GRIFFITH, LTD.,
Canton.
Canton, 28th May, 1915. [611

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
"PENYBREW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.
2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th June, 1915. [539

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st April, 1915. [38

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [89

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915 [45

TO LET.

NO. 6, BELILIOS TERRACE.

No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
"SHORNCLIFFE" Garden Road (Bowen Road level). 6 Rooms Furnished.
ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).
"WOODBURY," No. 4, Hankow Road, Kowloon.
No. 1, CAMERON VILLAS, No. 61, THE PEAK, Furnished. Immediate possession.
No. 3, DES VŒUX VILLAS, 52, Mount Kellett, The Peak (Furnished or Unfurnished).
3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VŒUX VILLAS, 51, PEAK Unfurnished).
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
No. 59, THE PEAK (5 CAMERON VILLAS
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 16th June, 1915. [43

## INTIMATION

BY APPOINTMENT.

WATSON'S

STONE

GINGER-BEER.

*The only fermented Stone Ginger-Beer in the Far East.*

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

90 CENTS PER DOZ.

TRADE MARK.

A. S. WATSON & CO., LTD.

ÆRATED WATER MANUFACTURERS.

[13

ACKNOWLEDGMENT.

HENRIQUE HYNDMAN, jun., and Family beg to thank their kind friends who were present at the funeral of their beloved FILOMENA MARIA FREIRE HYNDMAN, and also those who sent wreaths as a token of sympathy with them in their bereavement.
Hongkong 29th June, 1915.
[713

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1915.

## CHINESE EMIGRATION FROM HONGKONG.

Most residents are aware that a not unimportant export from Hongkong is coolie labour for the plantations and the mines in the Malay States, Netherlands Indies and other places in the Southern Seas; but few people, apart from those concerned in the business, have any adequate idea of the extent of this emigration. Full information on the subject is published annually in the Departmental reports, and this year the returns are especially interesting because they show the effect of the war on the tide of emigration and immigration. The Chinese emigration from Hongkong last year for ports other than in China was just one half what it was in 1913. To be exact, the total in 1914 was 76,295, as compared with 142,759 in the preceding year. The war, of course, is responsible for this reduction. At the outbreak of the war the Straits Settlements Government placed an embargo on all deck passengers from China. A good deal was also heard of the repatriation of coolies thrown out of employment, but the immigration returns for 1914 can scarcely be considered abnormal so far as Hongkong is concerned. The emigrants reported to have been brought back to to Hongkong from the several places to which they had emigrated either from the Colony or from Coast Ports is given by the Harbour Master as 168,827, as compared with 168,921 in 1913. The work devolving on the Secretary of Chinese Affairs in Hongkong under the Chinese Emigration Ordinances was much lighter last year than previously not only because of the reduced demand for labour due to the war, but also for the reason that all "assisted" emigration from Hongkong to other British possessions ceased as from June 30th 1914. Assisted emigration to the Dutch Indies, we learn from the annual report of the Secretariat, continued to some extent in July and August, during which months 548 coolies were passed for Muntok and Billiton, but with the outbreak of war this emigration also ceased. Hence, the figures given in the report are for little more than half a year, the total number of assisted male emigrants being 8,278 as compared with 17,004 in 1913. The war also practically put a stop to the free emigration of women and children, for while the monthly average from January to July was 1,786 that for the remaining five months of the year was only 119. So that in this case also the emigration was just half that of the year 1913 (13,162 as compared with 26,080). This may be attributed, we presume, more to the restriction of immigration from China by the Straits Settlements than from any lack of inclination to emigrate. The record of the occupations of women emigrants shows that the great majority of them go with their husbands or other relatives or to join relatives. It is very satisfactory to learn from the annual report how well the interests of the coolies are protected by the British authorities through whose hands they pass. Every assisted emigrant had to be registered and photographed and this regulation proved of much practical utility in enabling relatives of missing men who had emigrated to trace them through the office of the Secretariat. Another illustration of the care exercised is afforded by the information that the arrangements made with the Straits Settlements Government for the repatriation of decrepit coolies at the expense of their employers enabled 233 such decrepits to return to their homes *viâ* Hongkong during the year. Under similar arrangements with British North Borneo 345 decrepits and destitutes, of whom about 100 had been thrown out of work by the war, returned from Sandakan and Jesselton and were sent on to their homes through the Tung Wa Hospital. In addition to these decrepits, we learn from the report that 14,370 able-bodied coolies, most of whom had gone down in the first instance as assisted emigrants, and who were thrown out of employment owing to the war, were repatriated from the Straits Settlements and Federated Malay States under special arrangements by which they were met on arrival in Hongkong and each provided with a small gratuity and a passage to his destination. So far as the reports show, the emigration of coolies from Hongkong fell off last year by 66,467 while the returning emigrants exceeded the previous year's total by nearly two thousand.

To-morrow is a Bank Holiday.

A mail for Europe *viâ* Siberia closes to-morrow at 9 a.m.

An Indian constable was fined $20 at the Magistracy yesterday for insubordination.

A Chinese was descending a rope attached to the *Kiyo Maru* yesterday when the rope broke, the Chinaman fell into the water, and he has not been seen since.

The Chief Justice of Singapore and Mrs. A. J. Bucknill were among the passengers on the P. and O. steamer *Nubia* when she went ashore at Colombo.

At the Magistracy yesterday, Mrs. Raibon, Miss Yvanovitch and Mr. D. W. Munton were each fined $5 for allowing their dogs to be at large without muzzles.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of $25 from Messrs. Logan & Basto to the funds of the Hospital.

For being in possession of two revolvers and 100 rounds of ammunition, a Chinese was fined $200 by Mr. Wood at the Magistracy yesterday. The revolvers were concealed in the man's socks.

The net proceeds of the Nisbet—Green tennis match amounted to the satisfactory total of £665.19, which sum has been forwarded to the Prince of Wales' Fund by Mr. F. M. Hodgson, the organiser of the match.

In line with the manifest disposition of the community and in accordance with the policy followed by other nationalities during the present war, there is to be no general celebration of the 4th of July by Americans this year. The usual reception at the American Consulate-General will not be held, but the Consulate-General will be closed all day Monday, the 5th of July. It is understood that the U.S.S. *Wilmington* will dress ship, but will confine its celebration to that ceremony.

Mr. L. N. Leefe left for Home yesterday. He is travelling viâ Siberia.

The *Mata Hari*, built on the Tyne for the P. and O. S. N. Company, to run between Belawan-Deli and Straits ports, left England on the 9th instant for Singapore.

A *Government Gazette* Extraordinary was issued yesterday containing the King's Proclamation relating to trading with persons of enemy nationality resident or carrying on business in China, Siam, Persia and Morocco. The proclamation was given in our Monday's issue in the form of a cable sent out from the Foreign Office.

The District Officer of the New Territory in his annual report mentions that considerable development has taken place both at Tsung Pak Long and also in the immediate neighbourhood of Fan Ling. Castle Peak appears to be a district favoured by well-to-do Hongkong Chinese; quite a number of really well-constructed houses, surrounded by gardens, have recently been built in his neighbourhood, the District officer says.

## MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

A WATER SUPPLY.

Two syndicates are competing for the contract for laying the mains for the water supply. One syndicate makes it a condition that all the wells in the city shall be closed and that the water-boats shall cease to do business. The other syndicate makes no such conditions, and as the idea of forcing people to connect their property with the water mains is not relished, the public may be said to favour acceptance of the second tender. The water is to be supplied from the Ribeira Grande by boats and pumped up to a reservoir on Penha Hill. The Senado, I understand, have not yet accepted either of the tenders received and are hoping for further offers.

A SEA-WATER SUPPLY.

Many of the principal streets are being opened up for the purpose of laying down iron pipe mains for sea water, for use in cases of fire in the city. It is quite the wrong time of the year to be opening the streets, and the foul odours arising are far from pleasant. It is therefore hoped that the work, now that it has been begun, will be executed within the shortest time possible.

HARBOUR WORKS.

The arrival of the plant bought at Singapore at a cost of £14,000 for harbour improvement work is shortly expected. This plant includes a dredger, a tug-boat, two locomotives, a steam elevator, 6,000 metres of rail, twenty wagons and other items. The mud lighters the Commission saw at Singapore were unsuitable for Macao and it is proposed to invite tenders from Hongkong and Shanghai for such mud-boats as are required.

THE TAX ON PROPERTY SALES.

At length, after countless petitions, the Government has reduced the tax on property transfers from 8 per cent. to 2 per cent. There is now more chance for transactions in property in the Colony. The Government has also abolished the interest tax.

## THE NEW TERRITORY AND THE WAR.

BLISSFUL IGNORANCE.

Mr. S. B. C. Ross, District Officer in the New Territory, writes in his annual report:—

The event of the year, the outbreak of the European War, had little effect upon the Territory. There was a small panic early in August because certain New Territory junks were unable to clear for the Territory, but this was due to a misunderstanding and the matter was quickly set right. There was at one time a rumour that airships were coming from Tsing T'au but this had little effect as few persons out here know anything about either airships or Tsing T'au. Large numbers of notices in simple Chinese were distributed telling the people that there was a war, but that it was long way off, and that they had better attend to their own business and not worry about things which did not concern them. The people have taken this advice and I imagine that now the vast majority of the people out here are quite ignorant of the fact that there is a war at all.

## RAUB GOLD MINE.

The following were the results of crushing operations at Raub for the four weeks ending 19th June.

| | |
|---|---|
| Bukit Koman:— | |
| Stone crushed ..... | 5,923 tons. |
| Gold obtained ..... | 694 ozs. |
| Avge per ton ..... | 2.346 dwts. |
| Bukit Malacca: | |
| Stone crushed ..... | 4,897 tons. |
| Gold obtained ..... | 476 ozs. |
| Avge per ton ..... | 1.944 dwts. |

# THE WAR.

## GERMAN ADVANCE IN GALICIA.

## REMARKABLE ITALIAN PROGRESS.

## THE DARDANELLES' OPERATIONS.

## A THRILLING AIR FIGHT.

## GERMANY AND THE AMERICAN NOTE.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### THE GERMAN ADVANCE IN GALICIA.

A GERMAN ACCOUNT.

LONDON, June 29th.

A German *communiqué* says the Russian attacks north-east of Przacnysz have collapsed with great Russian losses, and Austro-German forces have occupied Halicz. General von Linsingen, after five days' heavy fighting, is crossing the Dniester, and pursuing the Russians towards the line of the Gnitalipa river. He took 6,470 prisoners during the week.

The *communiqué* further states that the Austro-German armies north-east of Lemberg are approaching the Bug and also progressing westward of Rawaruska. They have captured some thousands of prisoners and a number of guns and machine-guns.

### AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

### REMARKABLE AIR FIGHT.

"POSSIBLY THE GREATEST OF THE WAR."

LONDON, June 29th.

Possibly the greatest air-fight of the war has taken place at Poelcapelle. A British aeroplane at a height of 4,000 feet engaged a large double-engined German biplane. The latter circled around the British machine furiously firing a machine-gun. The British craft replied with fifty rounds at 200 yards. The German wavered, her engines stopped, and she dived towards earth with erratic movements.

The British airman proceeded to complete his reconnaissance in face of anti-aircraft guns. Suddenly the machine was hit by a shell. The petrol tank was pierced and the blazing exhaust ignited the petrol.

The machine swooped blazing towards the British lines, its own machine-gun ammunition rattling as it exploded. The propellors were so burnt that they ceased to revolve.

When he landed the pilot, in climbing out of the blazing wreckage, tripped and sprained his knee.

The pilot and the observer were severely burnt.

The terse report of the pilot is worthy of quotation. "The whole aeroplane" he said "seemed to be in flames. We landed at ——"

### ZEPPELIN SHEDS BOMBED.

PARIS, June 29th.

Last night's *communiqué* says:—

With the exception of an artillery duel the day has been comparatively quiet everywhere.

A French aeroplane on Sunday morning dropped eight bombs on Zeppelin sheds at Freidorichshafen. Engine trouble compelled it to descend on the return journey, but it succeeded in reaching Rheinteldon in Switzerland.

### SPITEFUL GERMAN EXTORTIONS.

AMSTERDAM, June 28th.

The Germans have fined the towns of Roubaix and Valenciennes 150,000 francs each as reprisal for the French bombardment of Turkish towns.

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### BRILLIANT CANADIANS.

STIRRING STORIES OF THEIR GALLANTRY.

LONDON, June 28th.

Reuter's correspondent at Headquarters in France, describing the work of the Canadians, says that among the points captured was an orchard in the Festubert region. Attacking in the twilight, the men, most of whom were from Vancouver, were immediately met with a heavy rifle and machine-gun fire from three different directions. Despite the gaps made in their ranks, they advanced without wavering till they came to a deep creek full of mud and water, with a thick hedge, in which there were only two openings on the other side. Cheering, the men waded through the creek up to their armpits and reached the hedge and paused. Captain Morrison shouted, "Lads, we must get through." He was about to lead the way when Private Appleton stopped him, saying "Excuse me, Sir, but the bombers should go first." So saying Appleton darted through the gap in the hedge, which was so narrow that each man had to follow separately. When the thinned line resumed the advance the Germans bolted to the second trench.

In subsequent fighting at Givenchy on the 15th June, an officer and a private were working a machine-gun in a captured trench when the tripod slipped off the parapet. The private, protecting his shoulder with a blanket, supported one of the feet of the tripod on his back, the two other feet resting on the trench wall. They thus fired over 1,000 rounds. The officer was killed, and the private dismounted the gun from the tripod and brought it back to the lines when the trench was abandoned.

### NOVEL MINING OPERATIONS.

LONDON, June 29th.

A novel and successful mining operation is described by Eye-Witness at Headquarters. It was carried out near Armentieres. The explosion of the first series of mines compelled the enemy to retire across the open which was swept by artillery and machine-guns. Then the British fired a so-called "Camouflet" mine placed at such a depth that it caused earthquake-like disturbances under the surface, destroying the enemy's mine galleries.

### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

### GERMAN SUBMARINE ACTIVITY.

THE "INDRANI" SUNK.

LONDON, June 28th.

A German submarine attacked a number of small craft off Youghal yesterday, and sank a schooner. The crew were saved.

The *Indrani*, a 6,000-ton steamer, bound from Glasgow for Montreal, was torpedoed and sunk in the Irish Sea. The crew were saved.

LATER.

The submarine, *U 31*, fired two shots across the bows of the *Indrani*. The crew were given ten minutes to take to the boats. Men from the submarine boarded the liner and deposited bombs in the hold, and the submarine fired shells until the liner sank.

Swansea trawlers rescued the crew of 45.

[The *Indrani* is a steamer well-known on the Far Eastern run.]

### AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### THE ITALIAN ADVANCE.

EXTRAORDINARY DIFFICULTIES AND NOTABLE GALLANTRY.

LONDON, June 29th.

Messages from Udine state that the Italians, advancing on the slopes of the Carso mountains, are encountering extraordinary difficulties.

Carso is a geological curiosity with its innumerable grottoes, caves, wells and galleries adapted for hidden batteries and concealing large contingents of troops. The Austrians for years have been improving the natural advantages of the place and have frequently held great manœuvres there. Yet the rapidity of the advance of the Italian scouting parties has been remarkable. Bersaglieri cyclists have been especially reckless in riding along the conquered roads as if they were on a race track. One battalion found 700 Austrians holding Sancanziano, but the Bersaglieri, dismounting, fixed bayonets and routed the enemy.

### THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

### DARDANELLES OPERATIONS.

"SLOW BUT SURE."

LONDON, June 29th.

Warrant-Officer John Heckford, in a simple but vivid narrative of the operations at the Dardanelles says: Our favourite ship is the "Big Lizzie." The men of the Fleet make a point of coming on deck when she is going to bombard. The havoc made by the big shells must be seen to be realised. There is mostly a great cloud of dust and then there is nothing left.

He says the funeral ship steaming between lines of battleships made a great impression on him. The Allied bands played "Dead Marches" most impressively, but it was awful to see the rows of bodies of poor fellows going to be buried at sea.

He pays a heartfelt tribute to the courage of the trawlermen engaged in mine-sweeping. Many are still happily sweeping though they have been once or twice blown up. He has also a big place in his heart, he says, for the Australians and the Gurkhas. This, he says, is the toughest fighting of the war. It is slow but sure.

### GENERAL.

[THROUGH REUTER'S AGENCY.]

### "GOTT STRAFE ENGLAND."

WHAT EVERY TRUE GERMAN SHOULD DO.

LONDON, June 28th.

A well-known German sportsman and social personage has issued a reply to Count Reventlow's violent articles in the *Tages Zeitung*, declaring that it was not the German people who invented the watchword "Gott Strafe England," which merely had a provocative effect on the British.

Count Reventlow, in the *Tages Zeitung*, has renewed his attacks on the Government, and declares that those refusing to hate England must be regarded with feelings of contempt and disgust by true Germans.

### OPERATIONS ON VICTORIA NYANZA.

A BRILLIANT COUP BY THE BRITISH.

LONDON, June 28th.

The Press Bureau announces that a recent expedition was sent against Port Bukoba, on the western shore of the Victoria Nyanza, which was the base of the German operations and a point of considerable importance. The expedition sailed from Elumaru on the 20th June commanded by Brigadier-General Stewart, British forces along the River Kagera co-operating and engaging the enemy's attention. The operations were brilliantly successful, the troops returning after having destroyed the fort, wireless installation, and many boats.

The British captured a field-gun, many rifles, and valuable documents, and destroyed two machine-guns by artillery fire.

[THROUGH REUTER'S AGENCY.]

### THE MUNITIONS MACHINE.

SUPPORT OF LABOUR PARTY.

LONDON, June 29th.

In the House of Commons the munitions debate was notable for the contribution made by Mr. Hodge, the new spokesman of the Labour Party owing to Mr. Henderson's promotion. Mr. Hodge emphasised that when they saw the roll of honour of 3,000 weekly they did not seek to place any barrier in the way of anything for reducing that toll. (Cheers). If the workers had been told the seriousness of the position months ago, he said, we should not have been confronted with the present difficulties. (Cheers.) The workers realised now that it was far better to give up their present privileges than to have no liberty under the Germans. (Loud cheering.)

Mr. Hobhouse announced that our increased supplies for the army did not fall short of the increase made by France.

LATER.

The House of Commons unanimously passed the second reading of the munitions Bill.

A feature of the debate was the strong support by Trade Union representatives, who vigorously retorted to the Socialist criticisms of Mr. Snowden.

### ADVANCE OF UNION FORCES.

PRETORIA, June 29th.

General Sir Louis Botha, advancing northward in South West Africa, occupied Otjivarango, Okanyande and Waterberg, and, a hundred miles distant, Grootfontein.

### ALIEN ENEMIES IN INDIA.

LONDON, June 29th.

In the House of Commons, Mr. Austen Chamberlain said that the Raj had shown themselves quite alive to the possible dangers arising from the presence of enemy aliens. India had taken very drastic steps in the matter, and the Indian authorities were submitting a report which Mr. Chamberlain said he would await before doing anything more. He knew the anxiety which existed in India on this subject, but the Raj were also aware of it.

### GERMANY'S REPLY TO AMERICAN NOTE.

WASHINGTON, June 28th.

The State Department's advices from Berlin indicate that Germany's reply will be favourable to America's Note.

### THE INTERVIEW WITH THE POPE.

SOME EXPLANATIONS.

ROME, June 29th.

Cardinal Gasparri has given a number of explanations of the recently published interview with the Pope. The Cardinal says the Pope earnestly wished that Italy would not enter the conflict, but accept the concessions offered by Austria, so that Italy might be spared the horrors of war. His Holiness was also preoccupied with the delicate position of the Church if Italy declared war. Now that Italy had entered the war, however, His Holiness was entirely neutral. Catholics would do their duty according to their consciences.

The Cardinal concluded by saying that the Pope's interviewer would have the honour of being the last journalist to be received by the Pope during the war.

### UNITED STATES AND MEXICO.

HUERTA AND OZORIO ARRESTED.

LONDON, June 29th.

A telegram from El Paso says the United States have taken a big step in the Mexican situation by arresting the ex-President, Huerta, and General Ozorio in American territory. Both have been released on heavy bail.

It is affirmed that the American Government has thus frustrated an attempt by Huerta and his associates to launch a new revolution.

Officials hope that a reconciliation is now possible between Carranza and Villa.

### OBITUARY

LONDON, June 28th.

The death is announced of Mr. Kennedy, Editor of the *Daily Mirror*.

## HONGKONG SANITARY BOARD.

THE WATER CARRIAGE SYSTEM.

The usual fortnightly meeting of the Sanitary Board was held yesterday, the President (Mr. G. N. Orme) presiding. There were also present, the Hon. Mr. E. A. Hewett, C.M.G., Colonel Gordon-Hall, R.A.M.C., Dr. Fitzwilliams, Mr. P. W. Goldring, Mr. Chan Kai Ming, Mr. Ng Hon Tsz, the Medical Officer (Dr. W. W. Pearse), and the Secretary (Mr. W. Bowen-Bowlands).

RESIGNATION OF AN INSPECTOR.

A minute was read by the President regarding the resignation of Inspector Elliott. The PRESIDENT explained that the Inspector had been lent to the Board by Colonel Gordon-Hall, and he was required at Home, where he would release another man to go to the Front.

Colonel GORDON-HALL said the man was still a soldier, but he had fallen sick, and was unable to carry on his work here. They wanted every man they could get at Home, and it would be better to send him Home.

The Board approved.

THE WATER CARRIAGE SYSTEM.

On a minute by the Medical Officer re the water carriage system,

The PRESIDENT said the minute was put before the Board to see how the land lay, and he suggested that a copy be sent to the Government for their consideration in connection with any applications which might be sent out from time to time. The Board had recently recommended one application and the Government would be in a position to see more fully the points in favour of a water carriage system, which he thought the Board would be inclined to approve. He moved that the minute be laid on the table.

Dr. FITZWILLIAMS said he would like to peruse the report first. Something would have to be done with the antiquated system or, rather, lack of system under which they were trafficking at present. If the minute were laid on the table now, it would close the discussion on the matter. It was quite impossible to discuss the minute unless the members had an opportunity of perusing it. This was a matter of extreme importance in Hongkong. By placing the minute on the table they would be stifling any possible discussion or proposals. He proposed that it be laid on the table at the next meeting after the members had seen the minute.

Mr. GOLDRING seconded, and said that the members owed a great deal to Dr. Pearse for the enormous trouble he had taken in the compilation of this important minute. He thought all the members should have a copy.

The PRESIDENT said the minute was written to express the view of the Medical Officer. There was no proposal in it, and certainly no proposal that he could relevantly put before the Board. It would, of course, however, be open to the members of the Board to make any suggestions, but he did not see any use in prolonging discussion on the matter. The minute was really only put before the Board for information.

Ultimately the PRESIDENT said he had no objection to the matter going over to the next meeting, and Dr. Fitzwilliams' amendment was carried.

## SHANGHAI ELECTRIC CONSTRUCTION CO. (LTD).

ADVERSE FACTORS.

The Ninth Annual General Meeting was held on the 27th ult. at Basildon House, Moorgate-street, London, Sir Alfred Dent, K.C.M.G., the chairman of the Company, presiding.

The Chairman, in moving the adoption of the report and accounts and the declaration of a dividend on the Ordinary shares at the rate of 6 per cent. per annum, said that they dealt with a period of which nearly one-half was affected by the exceptional conditions resulting from the great European war, and in there circumstances he thought they might be regarded as satisfactory. Their gross receipts amounted to £114,454 1s. 4d., from which had to be deducted £28,038 9s. 1d. for loss by native copper coinage, leaving effective receipts of £86,415 12s. 3d., as against £92,105 11s. 1d. in 1913. After deducting the working expences in Shanghai, an operative profit remained amounting to £35,892 9s. 8d., as compared with £37,978 4s. 10d. in 1913. Their business during the year was adversely affected by three principal causes; first, the war, which seriously restricted employment and trade in Shanghai, and generally throughout the country; secondly, the further depreciation of subsidiary copper coinage owing to the reckless outturn of the native mints; and, thirdly, the fall in sterling exchange. For the first seven months of the year they showed an increase in their operating profits of $42,147, which was followed by a decrease in the last five months of $16,101, leaving them with a gain of only $26,046 for the year as a whole. The loss from the depreciation in the subsidiary coinage of $28,038 represented 6.75 per cent. on the capital of the company, as against 8.09 per cent. for 1913. The silver exchange showed a reduction of the average rate from 2s. to 1s. 9½d., and was equivalent to over 11 per cent.

The motion was carried unanimously.

## NATIONAL NECESSITY.

MR. ASQUITH AND NON-PARTY GOVERNMENT.

The following letter was addressed last month by the Prime Minister to the Liberal Chief Whip:—

May 28th, 1915.

MY DEAR GULLAND,—The Government of which I have been the head for more than seven years has been reconstructed on a new basis. It has hitherto been recruited entirely from among members of our own party. In its altered form it contains representatives of the regular Opposition and of the Labour Party. It was my wish, which for reasons I fully understand has not been realized, that our Irish Nationalist friends also should have participated in it.

The transformation implies a temporary abandonment of the system of party Government which has ever since 1832 dominated our political arrangements, and which I hold to be under normal conditions the best adapted to our national requirements.

It is natural that such a sudden and fundamental upheaval of our traditional practice should create astonishment, and even arouse misgiving, among a large number of those upon whose loyal devotion and strenuous efforts I, like my predecessors in the leadership of the Liberal Party for generations past, have always relied.

There is one reason, and one only, which could justify or explain such a new departure: a clear and urgent case of national necessity. It was only because the conviction was forced upon me that a non-party Government would prove the most efficient instrument for the successful prosecution of the war that I have taken a step which has caused me infinite personal pain.

I cannot, in the public interest, enter at present into any details, and I must ask my friends to rely for the moment on my judgment.

Meanwhile, the pursuit of our special aims in the sphere of domestic politics is not abandoned but suspended; and when the national cause has been vindicated against the enemy, we shall take up again the unfinished tasks to which the Liberal Party has set its hand.—Yours very faithfully,

H. H. ASQUITH.

## REQUISITIONED STEAMERS.

Owners of requisitioned steamers, remarks a London contemporary, cannot but be pleased with the amendment of the charter-parties of their vessels already taken up for Government runs as follows: "The risks of war which are undertaken by the Admiralty are those risks which would be excluded from an ordinary English policy of marine insurance by the following, or similar, but not more extensive, clause: "Warranted free of capture, seizure, and detention, and the consequences thereof, or of any attempt thereat, piracy excepted, and also from all consequences of hostilities, of warlike operations, whether before or after declaration of war." Equally satisfactory is the abolition of the debatable clause which stipulated that in the event of the steamer becoming a total loss and there being no evidence to show whether the loss was due to sea or war risks the loss shall be presumed to be due to sea risks, and an owner's liability. The objections to this clause were, of course, obvious, says the *Syren*. When a well-found steamer disappeared near the coast and left no trace it was a practical certainty that mines or submarines were the agents of her destruction. But the vessel was "missing," and failing definite proof of the cause of her loss, a marine risk. The effect of the amended charter-party will will be that an owner, if he cannot claim on his marine policy, can against the Admiralty. He is no longer between two stools and liable to have his claims met by the dead-wall of disputed liability.

## NEW SHIPS FOR JAPANESE NAVY.

The *Japan Chronicle* says: Of the Naval Estimates for the present fiscal year, which were approved by the Diet in the last session, Yen 23,333,318 is for new construction. This sum includes Yen 11,500,000 from the Treasury surplus, so that the new demand for increased expenditure is Y.11,833,318. This estimate forms a portion of the total estimate of Y.104,083,926 demanded by the Yamamoto Cabinet for expenditure on naval replenishment and approved by the Diet. The estimate will defray in part the cost of three battleships of 30,000 tons each—one named the *Yamashiro* to be built at Yokosuka another, the *Ise* to be built at the Kawasaki Yard, and the third the *Hyuga*, built at the Mitsu Bishi Yard (the total cost of the three is estimated at yen 86,557,010); and of four first-class destroyers of 1,000 tons each, two of which are being built in England, named the *Urakaze* and *Kawakaze*, of two submarines of 700 tons each, and four second-class destroyers. In 1913 Yen 6,000 was paid and in 1914 Yen 6,526,000 towards the construction of the three battleships. Owing to the failure of the Budget for the present year, work on the *Ise* and *Hyuga* was suspended, but at the discretion of the Kawasaki Yard the keel of the *Ise* was laid on May 5th, and the Mitsu Bishi Yard laid the keel of the *Hyuga* on May 11th. Work on the *Yamashiro* alone was continued out of the Government's surplus fund. Upon the publication of the Budget for the present year just approved by the Diet, the construction of the three battleships will be pushed on. Eight destroyers and two submarines are to be completed in two years (1915 and 1916). The amount of the cost of construction of ships mentioned each year from this year is as follows:—

| | |
|---|---|
| 1915-6 | Y.23,333,318 |
| 1916-7 | 36,048,489 |
| 1917-8 | 25,815,641 |
| 1918-9 | 6,360,471 |
| Total | Y.91,557,910 |

The *Temps* reports that, according to the *Vossische Zeitung*, the Austrian troops used a new battery of 52cm. (20.5in.) mortars in the fighting round Tarnow. The first shot from one of these guns destroyed a large tower at a distance of 11 miles. The shell weighs over a quarter of a ton more than that of the German 17in. mortars.

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

388-2



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LIME JUICE
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Sold by all Chemists.


## WEATHER REPORT.

On the 28th at [illegible] and Drum hoisted [illegible].—Red South Cone

On the [illegible] at 21.10.—No. 2 night signal hoisted.

On the 29th at 7.15.—Black Drum hoisted.

On the 29th at 11.30.—Signal lowered.

On the 29th at 11.50.—Pressure has increased slightly over N. China and the Philippines, and has decreased over the remainder of the area, especially over Japan and South Manchuria, which are covered this morning by an elongated depression. It is considerably below normal at all continental stations, especially in Annam.

A depression of limited area formed in the China Sea yesterday and moved on a N.N.W. track. It has probably scattered the coast between Hongkong and Swatow.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT. | FORECAST. |
|---|---|
| Hongkong & Neighbourhood | S.W. winds, moderate; cloudy, squally, rain. |
| Formosa Channel ... ... | The same as No. 1. |
| South coast of China between Hongkong and Lamocks. | The same as No. 1. |
| South coast of China between Hongkong and Hainan... | The same as No. 1. |

## CHINA COAST METEOROLOGICAL REGISTER.

29TH JUNE, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather. |
|---|---|---|---|---|---|---|---|
| Vladvostock ... | 7 a. | 29.40 | 57 | 98 | SSW | 1 | o |
| Nemuro ..... | 6 a. | 29.85 | — | — | E | 2 | — |
| Hakodate ..... | " | 29.65 | — | — | NNE | 4 | — |
| Tokio ..... | " | 29.45 | — | — | E | 1 | — |
| Kochi ..... | " | 29.60 | — | — | SW | 1 | — |
| Nagasaki ..... | " | 29.62 | — | — | — | 0 | — |
| Kagoshima ... | " | 29.62 | — | — | SSW | 5 | — |
| Oshima ..... | " | 29.77 | — | — | SSW | 3 | — |
| Naha ..... | " | 29.79 | — | — | SSW | 2 | — |
| Ishi'jima ..... | " | 29.78 | — | — | SSW | 6 | — |
| Bonin Is. ..... | " | 29.89 | — | — | SW | 1 | — |
| Chefoo ..... | " | — | — | — | — | — | — |
| Weihaiwei ... | " | 29.66 | 67 | 89 | SW | 1 | bcm |
| Hankow..... | " | — | — | — | — | — | — |
| Ichang ..... | " | — | — | — | — | — | — |
| Kiukiang ..... | " | — | — | — | — | — | — |
| Changsha ..... | " | — | — | — | — | — | — |
| Shanghai ..... | " | 29.64 | 70 | 98 | NE | 2 | rf |
| Gutzlaff ..... | " | 29.64 | 71 | — | NE | 6 | om |
| Sharp Peak ... | 7 a. | 29.64 | 84 | 98 | WSW | 2 | b |
| Amoy ..... | 6 a. | 29.59 | 82 | 91 | SE | 1 | c |
| Swatow ..... | " | 29.62 | 82 | 87 | S | 1 | b |
| Taihoku ..... | 5 a. | 29.66 | 77 | 96 | — | 0 | b |
| Taichu ..... | " | 29.66 | 77 | — | — | 0 | b |
| Tainan ..... | " | 29.67 | 81 | — | SW | 4 | b |
| Koshun ..... | " | 29.69 | 81 | — | SSE | 2 | b |
| Pescadores ... | " | 29.65 | 81 | — | SSE | 6 | b |
| Canton ..... | 6 a. | 29.69 | 82 | 91 | NW | 1 | o |
| Hongkong ... | " | 29.69 | 80 | 98 | WNW | 2 | of |
| Gap Rock ..... | " | 29.68 | — | — | W | 3 | od |
| Macao ..... | " | — | 79 | 90 | — | 0 | — |
| Wuchow ..... | 9 a. | — | — | — | — | — | — |
| Hothow ..... | " | — | — | — | — | — | — |
| Pakhoi ..... | " | — | — | — | — | — | — |
| Phulien ..... | 6 a. | 29.55 | 77 | 80 | ESE | 4 | o |
| Tourane ..... | " | 29.55 | 84 | — | SW | 2 | b |
| Cape St. James | " | 29.72 | 79 | — | SW | 7 | o |
| Aparri ..... | " | 29.73 | 79 | 89 | S | 4 | o |
| Dagupan ..... | " | 29.78 | 75 | 94 | SE | 4 | o |
| Manila ..... | " | 29.78 | 75 | 98 | ESE | 1 | b |
| Legaspi ..... | " | 29.79 | 79 | 82 | — | 0 | o |
| Tacloban ..... | " | 29.81 | 79 | 93 | — | 0 | o |
| Iloilo ..... | " | 29.81 | 81 | 92 | — | 0 | o |
| Surigao ..... | " | — | — | — | — | — | — |
| Labuan ..... | " | — | — | — | — | — | — |

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths an hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.


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## IN GERMANY TO-DAY.

### APPEAL OF THE WAR POSTER.

### A DISCIPLINED NATION.

[BY A NEUTRAL CORRESPONDENT IN "THE TIMES."]

The first thing that caught my eye when I entered a German railway compartment at the frontier was a large yellow placard on the wall. In big letters, it warned soldiers not to enter into conversation with foreigners, or give any military information to any one. It announced that spies were travelling through the country in all sorts of disguises, and were attempting to elicit information from soldiers in particular. Finally, it exhorted soldiers not only to die, but also to be silent for their country. The language was not flamboyant. It made a simple, direct appeal.

Save in some local trains, soldiers were everywhere, and I travelled much with them. Naturally I made no attempt to elicit military information; but I talked freely with the men, who always seemed pleased to hear outside news and views as long as they were expressed with a certain care. Civilians, on the other hand, were amazingly eager to confide all kinds of "secret" military news to strangers, and showed pride in mentioning the channels through which their "knowledge" had been obtained. But no soldier with whom I came in contact ever approached in conversation a subject that could possibly lead to any disclosure of military secrets.

By the side of the yellow placard in my railway compartment—as in all compartments on all railways—was another poster, black-and-white. It appealed to travellers in the name of the German Red Cross to collect all foreign money and postage stamps they might be able to secure. It urged that a patriotic duty would be fulfilled by sending to the Red Cross all foreign coin or notes, so that these might be used to pay for imports from abroad. Thus the rate of exchange would be strengthened, and the wounded helped at the same time. For every 25 marks' worth of foreign coin, notes, or postage stamps contributed, the sender, stated the poster, would receive an artistic iron medal, the work of the prominent artist, Professor Gaul.

On the opposite wall was a third placard, headed "Ten War Commandments." They laid down rules for the conduct of civilians in war time, and instructed them how they might best uphold the country's interests, increase its strength, and render the most efficient assistance to the armed forces. The principal injunction was to save, to avoid all waste, to take care of everything that might be useful in the struggle, and to sacrifice all for the sake of their country. Directions were given as to how and what to save.

Notices and posters of this kind are to be seen all over the country, not only in railway carriages, but on and in public buildings and on the advertisement pillars in the streets. Only in exceptional cases are they displayed on private buildings or private property. As a rule they are a part of the State machinery. The language employed is plain and to the point, without verbiage. There is little or no attempt to make these appeals attractive as advertisements. The only exceptions from this bureaucratic rule are the posters of some voluntary associations which make their public appeal by methods resembling those of the picturesque advertiser eager to catch the public eye.

#### THE HOUSEWIFE AND WAR.

I remember especially one such poster issued by an association called Nationaler Frauendienst—National Women's Service. This association is, in reality, the Central War Organization of German Women. It was founded early in August as a federation of all German women's societies for the purpose of co-operating during the war. The country is covered with a network of the branches of this federation, which concentrates its efforts upon the provision of support for soldiers and civilians suffering from the war. One of the most characteristic of its posters is printed in black and red on white, the German colours. I give its text in the original, because its effect is lost in translation. It runs:—

KRIEG UND KUCHE.
(*War and the Kitchen.*)
KOCHT DIE KARTOFFELN IN DER SCHALE (*Boil Potatoes in their Skins*).
EBBT KRIEGSBROT (*Eat War Bread*).
KAUFT KEINEN KUCHEN (*Buy no Pastry*).
SEID KLUG, SPART FETT (*Be wise, save Dripping*).
KOCHT MIT KRIEGS-KOCHBUCH (*Cook by the War Cookery Book*).
HELFT DEN KRIEG GEWINNEN (*Help to Win the War*).

NATIONALER FRAUENDIENST.

It will be noticed how, in the original German, the alliterative effect is used to emphasise the connection between the war (Krieg) and the kitchen (Küche), and to impress upon the people the national importance of retrenchment and of the prevention of waste.

Another poster was headed, "Housewives: Help to Win Germany's Struggle for Existence!" It bore appeals to economize all vegetables, butter, and meat, and to throw nothing away. Eatables thrown away, it declared, are like wasted ammunition. For civilians to waste bread is as bad as for the soldier to throw away cartridges. This campaign by posters, circulars, and by exhortation in the Press has been accompanied by lectures and educational courses on the means of economizing in matters of food even more than in the past. In this way, it is claimed, the German people will help to make the country self-supporting as regards foodstuffs, and will enable is to "defeat the English plan of starving the country into submission."

Thousands of local authorities work in this way by the side of the military authorities and of the State.

The advertisement pillars in the streets are usually covered with announcements of this kind. Alongside the detailed regulations for a census of copper, issued by the commander of an army corps, stand an announcement from the War Cereals Society enjoining economy in the use of flour and other innumerable appeals from associations of the kind I have mentioned. The public reads these announcements and acknowledges the necessity of complying with them. It feels that it, too, has been mobilized, and the sense of discipline makes the hard times easier to bear. When a man goes to the railway booking office he sees a placard at the level of his eye telling him that it is his patriotic duty to exchange for notes every gold coin he may possess or that may come into his possession. It is the same at the post office. To him every placard has some compelling authority behind it, even though it concern voluntary acts. No flaunting display is needed. The great majority of the posters do not shriek at you from hoardings wherever you turn your gaze; they do not appear in streets except on the special pillars, they are insignificant in appearance and are usually a mere printed strip of paper. You must look for them; they do not look for you; but they are evidently exercising great influence.

This is the tale of the posters in Germany. On coming back to England I saw how great is the contrast in the art, the display, and the contents of the posters here. They seem to concern a totally different world.

## AMAZING SCENE IN THE HOUSE OF COMMONS.

### THE MACE SEIZED.

"STRANGER'S" RUSH TO THE CLERK'S TABLE.

For a few moments on the night of the 18th inst. the House of Commons was the scene of one of those wild and lawless intrusions from a member of the general public which, in pre-war days, were associated with the more vigorous of the militant Suffragettes and their male supporters.

At 9.45, when not more than a dozen members were in their places listening to a speech by Mr. Bigland, the Unionist representative for Birkenhead, and the usual after-dinner calm possessed the House, the double doors which divide the chamber from the inner lobby were seen to open suddenly and with more than the usual noise. Members turned languidly, almost indifferently, to see who dared to disturb the serenity of the chamber in so brusque a way.

In a moment it was borne in on their minds that no boisterous member was the cause of the disturbance, but a stranger bent on a mischievous errand. All that could be seen was that he was a man of middle age, well dressed, with a dark grey or black overcoat and silk hat.

#### THROUGH THE DOORS.

Having passed through the doors into the chamber, the intruder leaped forward towards the bar, stood there for a second or so, apparently to survey the scene and to estimate his chances of further progress, and then, still wearing his hat, made a dash for the clerk's table.

Within a few seconds he covered the space between the bar and the table, and had reached what presumbly was his objective—the gilded mace. This he seized in both hands and was about to drag it to the floor when an attendant caught him from behind, and by placing an arm around his neck and a knee in the hollow of his back threw him off his feet.

Members and attendants by this time—the whole incident had happened in a very short space of time—were crowding around helping to overcome the stranger.

He was heard to shout the words, "You have no right to——," but a hand across his mouth prevented the finishing of the sentence. Mr. Bridgeman, the Unionist Whip, Mr. Mount, the Unionist member for Newbury, and Mr. F. H. Booth, the Radical representative of Pontefract, and several attendants, were seen to be struggling with the unwelcome visitor. They wrenched the Mace from his possession, replaced it on the table, and then proceeded to drag him from the House.

For a few moments there was a remarkable confusion of members and attendants as they hustled their victim from the Chamber. Vainly he struggled to regain a standing position. When that effort failed he attempted to shout. But a hand was kept tightly over his mouth as he was dragged along. Once over the Bar of the House members and attendants dropped him on the floor, and as he then was heard to say that he would go quietly his further removal to the inner lobby was quickly accomplished.

#### THE INTRUDER.

It was ascertained later that the intruder was Mr. F. N. Charrington, whose name was been closely associated with the agitation against the continuance of football during the war. In this connection he made it his business to attend professional football matches and to harangue the crowds of spectators, with the view not only of getting play stopped but of securing recruits for the Army. In the East-end of London he has been well known for many years because of his association with a large mission to the poor. The son of a famous brewer, he renounced his rights to a share in his father's estate on the ground of conscientious scruples against the manufacture and sale of intoxicating drink.

A news agency adds that, after ejection, Mr. Charrington was for a time detained by the authorities at the House. During the evening he sent in for Alderman Galbraith, the newest member of the House, who recently succeeded Mr. John Wilson as M.P. for Mid-Durham. The hon. member desires to state that he had never seen Mr. Charrington before in his life. He accompanied him as far as the door of the Chamber, whereupon Mr. Charrington said, "I mustn't go any further," and immediately bolted through the doors into the House. Mr. Leif Jones, M.P., informed the Exchange Telegraph Company that he had an almost similar experience with the same visitor a short time ago. In this case also he proceeded as far as the entrance to the Chamber, and then affirmed that he must not go further. Mr. Charrington is the son of the octogenarian member who for many years represented Mile-end and who was the subject of a presentation at the hands of Unionist members made by Mr. Balfour for the example which he displayed at a period of some anxiety to the then Unionist whips in attending both early and late at Westminster.

## THE TROOP TRAIN DISASTER.

### 158 LIVES LOST.

#### THREE TRAINS IN COLLISION.

A special correspondent of *The Times* telegraphing from Carlisle on May 23rd gave the following account of the terrible disaster near Gretna Green:—The worst disaster in the history of British railways took place yesterday morning on the Caledonian line, a mile north of Gretna Green. A troop train, which was carrying southward 500 officers and men, came into collision with a local passenger train from Carlisle, and before any warning could be given of this accident the Scottish express from Euston crashed into the wreckage. Fire broke out and added to the horror.

It is feared that the death roll may reach 170, and there are over 200 injured.

Many passengers were burned alive. The dead bodies, which lie in a white farm building near the railway and in a little hall at Gretna, are charred and scorched. There will be no remains to identify some of the soldiers. The *débris* of the trains has been their funeral pyre.

Where the collision occurred there are four sets of metals, but two of the lines are only short sidings used for shunting purposes. No official statement concerning the accident has yet been given out, and the mass of tangled ironwork flung over the full width of the railway and down the embankment is so chaotic that it is not easy to reconstruct the picture of the disaster. From the description of those who were earliest to hurry to the scene, it seems certain, however, that at the dreadful moment of the second collision five trains were on four lines. Both sidings, it is said, were filled with goods trucks or empty carriages, and the local train had been diverted to the line running to the south in order that the Glasgow express might pass. The express usually precedes the slow train from Carlisle, but it was three-quarters of an hour late yesterday, and the slow train, due to leave at 10 minutes past 6, had been allowed to go forward eight miles before giving place to it.

Everyone agrees that the local train was standing on the south main line when at 5 minutes to 7 the troop train, running on the same metals, dashed into the stationary engine and carriages. Both trains were derailed, and coaches of the troop train toppled over. A minute or two later the sleeping saloon express, drawn by two engines, ploughed into the wreckage which had fouled the other line.

FIRE-SWEPT CARRIAGES.

Splintered wood caught fire from the engines, and fanned by a slight breeze the flames quickly swept along the carriages. Before rescue work had been carried far the troop train was blazing from end to end, and soldiers, helpless through injury or pinned down in the shattered carriages, were burnt in a furnace from which there was no release. Where there was a life to be saved the rescuers, many of them injured, worked splendidly and bravely to free men from the fire, but into the heart of the flames no one could go. Fire-engines arrived from Carlisle and jets of water were poured into the blazing pile. The flames, where their hold was not too intense, were quelled, but round a spot where the three engines were locked together water could not stay the fire.

Medical assistance was secured by the telephone calls sent from Gretna village, and doctors and nurses travelled as quickly as they could to the scene. There was work for every one of them. The casualties among the passengers in the express and the local train happily are not believed to be numerous, but hardly one man in 10 of those crowded in the troop train escaped death or injury.

First aid to the sufferers had to be given in a long green field on the east side of the line, and soon this field, enclosed by hawthorn hedges, became a temporary mortuary as well. The injured were laid on mattresses. The dead—and release from the fiery trap came too late for many pulled clear of the *débris*—were placed side by side on the grass, and reverently covered with white sheets. Later the bodies were removed to a farm at the end of the field or to the tiny village hall at Gretna. Before sundown over 100 corpses or little bundles of charred bones and flesh, which were all that remained of Scottish soldiers who had hoped to fight in France, had been carried to these resting places. Every hour during the afternoon and night a motor-car took down two or three more of the pitiful collections of burned human fragments.

CRIES FROM THE FLAMES.

Witnesses of the morning scenes tell stories of horror. Men, they say, were crying aloud to be rescued. Some of the shouts came from imprisoned victims who could not be seen through the smoke and flames. When the passengers who had scrambled out of the express train, or the few carriages of the troop train which remained intact, and had turned themselves into rescuers, tried to answer these calls for help, the heat of the fire drove them back. The cries from this centre, where the wreckage of the three trains was joined, soon ceased. Where the workers could make their efforts more successfully the tragedy was almost equally great. In two cases the legs of men were amputated to save them from the fire. Many soldiers were taken out of the wreckage only to die in the field or on the way to Carlisle.

Among the first people to get to the scene of the accident were Mr. and Mrs. Dunbar, who act as caretakers of the marrying blacksmith's shop at Gretna Green. Mrs. Durbar told me that the crash of the collision was so tremendous that she exclaimed at once, "The Germans have come." She and her husband went outside, and when they realized that something had happened on the railway they hurried over the fields.

"It was a terrible sight," Mrs. Dunbar said. "There were three trains all piled up. A fire had begun, and the poor things in the carriages were calling out. There seemed hardly anybody to help at first, but some of the men who got out of the trains uninjured fetched some bars and began to force open the doors. Then there were no doctors, and I came back to the village to see what could be done. The young lady at the post office telephoned to a lot of doctors in Carlisle, and then I got some food and drink ready. We haven't anything left in the house to-night."

Mrs. Dunbar described how the bodies had been arriving all the day at the little hall in the village. Talking outside the door of a Border building which romance has made famous, it seemed impossible to associate the charnal-house a score of yards away with the name of Gretna. "It was only yesterday we had a wedding here," Mrs. Dunbar told me.

Mr. Dunbar all through the morning helped with the work of rescue. He said that numbers of the soldiers had broken limbs and thighs, and were quite unable to get out of the carriages without help. The accident would have been terrible without the fire, but the fire brought with it such scenes as a man would remember with a shudder to the end of his days.

Quintinstill, by which name the spot where the disaster occurred is known, was visited during the afternoon by Lieutenant-General Sir Spencer Ewart, Commanding-in-Chief, Scottish Command, Sir Charles Bine Renshaw, chairman of the Caledonian Railway Company, and Mr. Donald Mathieson, general manager of the line. Afterwards the Royal Infirmary at Carlisle was visited.

When the injured were brought to Carlisle there was not sufficient accommodation for them all at the Infirmary, and many were taken to private houses and hotels. Seventy-four cases were admitted to the Infirmary, 17 had beds at the County Hotel, and others are scattered over the city.

The death roll among the 7th Royal Scots, two companies of which regiment were travelling on the troop train, is particularly heavy. I hear that some of the men lost their lives while attempting to save their comrades.—After the first collision they jumped out of the train and were opening the doors of carriages where men had been hurt when the express dashed into them, and simply mowed them down.

The officers killed include Major Hamilton, Captain J. M. Mitchell, and Lieutenant C. R. Salvesen. The driver and fireman of the troop train, Frank Scott and James Hanna, were killed, and the drivers of the other engines were all injured. Several people travelling in the sleeping saloon of the express are dead, but it is not believed that anyone in the local train was killed.

## "MR. LLOYD GEORGE AS WAR ORGANISER."

In the course of an article in the *Pall-Mall Gazette*, under headings, of which one is "Mr. Lloyd George as War Organiser," Mr. J. L. Garvin says:—

"Never can the country be sufficiently grateful to Lord Kitchener for what he has done to raise men. The question of munitions, and, above all, of high explosives, is a totally different matter. . . . The whole nation must be organised to fill the ranks more rapidly and to overwhelm the Germans with high explosive. To achieve that supreme object requires quickness and tenacity, courage and sympathy, shrewdness and imagination. It requires the instinct for taking suggestions from all sides and of enlisting to the utmost the help and services of other men. It requires a ruthless indifference to mere seniority or conventional claims of any kind. It requires a seeing eye for personality worthy of promotion. It requires a frank and genial faculty for getting on with business men, and at the same time the power to enlighten and inspire the people.

"There is only one man who can do this work for which our armies are waiting and on which victory depends. That man is Mr. Lloyd George . . . We suggested yesterday that Mr. Lloyd George might become head of a new department—which would be the most important department in the State—as Minister for Munitions. To leave the Exchequer would be nominally a descent in the official hierarchy. Mr. Lloyd George cares not a brass farthing for etiquette at a time like this, and he has shown in these few days considerateness, loyalty, magnanimity—everything that makes him splendid as a comrade and lovable as a man. We think he would willingly see Mr. Bonar Law Chancellor of the Exchequer. Mr. Lloyd George himself could concentrate on the work of turning out munitions.

LORD KITCHENER.

"There is, of course, another possibility. We doubt whether Lord Kitchener is now enamoured of the War Office. He has done the biggest work he can ever do at home. Like Wallenstein, but to far bigger purposes, he has "raised armies out of the ground" by the magic of his name coupled with the urgency of the crisis. Even the mobilisation must now be completed in ways not involving that characteristic personal influence. Hercules is not quite as young as he was. Again, the call of the East has always attracted him. It was his well-known wish to round his career by becoming Viceroy of India. Even that, or any honour which it is in the power of the Crown to bestow, is now at his command, if he himself chooses that change. If he stays at home, Cabinet position and political connections having little attraction for him, the famous old office of Commander-in-Chief might well be revived in his favour. Then he could see through the mighty task of raising the personnel of the new armies to the number of trained millions required, and he would be secure of his full share of immortal honour as an organiser of victory.

"If Lord Kitchener became Viceroy or Commander-in-Chief, Mr. Lloyd George would be the inevitable choice as Minister for War, leaving all kinds of purely military detail to others, but able and resolved to decentralise, co-ordinate, and inspire."

## MME. SARAH BERNHARDT AND THE KAISER.

### WHY THE FAMOUS ACTRESS NEVER PLAYED IN GERMANY.

Mme. Sarah Bernhardt has just disclosed the reason why she has always refused to perform in Berlin.

The famous actress, in a talk with a correspondent of *Kinematograph Weekly*, expressed her horror of the *Lusitania* outrage, and added:—

"I am not at all surprised at their doings. I saw Germans operating in 1870-71, and shall never forget their atrocities. I never would go to Germany. Once I consented to play at Vienna. I was offered fabulous prices to go to Berlin, but I always refused.

"I will tell you what happened some years ago. I was approached by a German diplomat, a *persona grata* in Paris, who asked me why I did not go to Berlin. He assured me that I would have a most cordial and enthusiastic reception. He also told me that the Kaiser would consider it a special favour to greet me at the Berlin Court Theatre.

"That is the very reason I refuse to go there, I answered, and the diplomat never approached me again."

## COMPANY MEETING.

### LINGGI PLANTATIONS (LIMITED).

#### THE COMPANY'S DIVIDEND RECORD.

The Annual General Meeting of Linggi Plantations (Limited) was held last month at Winchester House, London, Sir William Hood Treacher, K.C.M.G., the chairman of the company, presiding.

The CHAIRMAN, after referring with great regret to the loss the board had sustained by the death of Mr. Keith Arbuthnot, said:—In my personal opinion the industry is on a more satisfactory and steadier basis than ever before and the cessation of the system of fortnightly rubber auctions is an unmixed blessing. We should be rightly counted ungrateful if, in common with others, we did not pay our tribute to the Government for the prompt and courageous financial measures which, without precedent to guide them, they adopted in the early days of August. As the result of these measures foreign exchange was re-established and confidence was restored, without which it would have been impossible to maintain industry or commerce.

PATRIOTISM OF THE STAFF.

Among our staff in the East the war evoked a spirit of patriotism to a degree embarrassing to your directors. Of the 24 Europeans engaged on our estate, 10 are serving with his Majesty's Forces and one, who was on leave, has been interned in Germany. In other words, our permanent staff, owing to the war, has been reduced by 46 per cent. That, I think you will agree, is a record which it would be difficult to surpass, and it is but fair to those still working for us in the East to add that but for the exigencies of the company's service this percentage would have been greatly exceeded. We hope that at the end of the war the posts, which we are endeavouring to keep open, will be again taken up by the men who so gallantly offered their services to their country.

In regard to the interim dividend which we declared on July 14 and subsequently cancelled on August 6, the position was that the board had made arrangements to pay this dividend and were prepared to pay it, but the facilities which had been extended to the company in order to provide the cash necessary for the payment of the dividend were withdrawn owing to the then financial situation. The payment, however, has in fact merely been postponed, and if the resolution which I shall propose to-day is passed you will receive a dividend in respect of the year of 75 per cent., being a 5 per cent. increase on that of the preceding year. (Cheers.)

THE RECENT CAPITAL ISSUE.

Although the recent issue of capital was not made within the year under review, you may expect that I should make some reference to this matter. As the result of the war there has been considerable congestion at the docks, both at London and Liverpool, particularly the former port. Moreover, there has been a scarcity of freight, and in that direction we are not entitled to look for any improvement; on the contrary, it is quite possible further freight tonnage may be withdrawn which in the ordinary course would be available for commercial purposes. The consequence of this is that the sale of the company's produce is delayed, and more money is required for financing its crops. It just so happened that these conditions arose at a time when we had a large amount of capital expenditure to meet, including the payment for a new factory at Klang, provision of a new factory at Mantin and a smoke-house at Marjorie, and the maintenance of a large capital area. These requirements could no doubt have been met by appropriations from revenue, but your board take the view that after making reasonable appropriations for depreciation, reserve, etc., the profits should be distributed amongst shareholders. That is a sound policy at all times, but under existing circumstances it becomes more necessary than ever to do nothing which would unnecessarily curtail shareholders' incomes. Including our new issue, and taking the planted area at 7,400 acres, the capital cost per acre works out at the low figure of £16 4s. Viewing all the circumstances therefore, we decided in January last to make an issue of £10,000 capital at 8s. premium per share, and from the fact that this issue was considerably over-subscribed we conclude that our policy had the support of the shareholders.

In regard to our investments, these stand in our books at £109,260. At December 31 last, owing to the Stock Exchange having been closed, it was impossible to get any reliable valuation. I am glad to be able to tell you, however, that a valuation was made on April 30 last, and this shows an appreciation over book cost to the extent of £13,000. Having regard to the general decline which has taken place in investment values, appreciation to this substantial extent is a matter for congratulation.

REVENUE COSTS.

The heavy fall in the price of rubber which took place in 1913 brought prominently before shareholders the great importance of revenue costs. The subject is one which I dealt with at some length at our last meeting. I stated then that our costs for 1914 were likely to show a reduction of 2d. per lb. as compared with those of 1913. The reduction has, in fact, been slightly over 3d. per lb., so that we have done better than I then predicted. (Cheers.)

Last year I told you that we had effected changes in the staff and organization on Klang, as we were not satisfied that this division was being managed as effectively and economically as we are entitled to expect. I am glad to be able to assure you that the result of these changes has been a substantial improvement. While for the first half of the year the f.o.b. cost of production on Klang was 1s. 3.30d., the second half costs were only 8.39d. f.o.b. Although this reduction in a measure is due to the increasing crops for the latter part of the year, in a far greater degree it is to be attributed to the results of improved management, and I think that we might reasonably anticipate that the cost on Klang for the whole of 1915 will not be much above the latter figure, so that we are entitled now to regard Klang costs as being quite normal. At the same meeting we intimated that for the time being the board had decided not to increase the planted area, which stands at 7,91 acres. Our visiting agent has strongly advised the policy of planting up on certain of our divisions to such an extent as will make each division an economical unit to work and will secure the maximum service out of the staff and of the factories on each division. These extensions will amount in all to about 1,000 acres. The land will only be opened up gradually, and operations probably cannot be started until we again have the services of a full staff. If and when this programme is completed the planted acreage will be approximately 8,400 acres. During 1914 only 149 acres of fresh land were brought into the tapping round, and but a small acreage will mature during the current year, but a large acreage should be taken in during 1916 and again in 1917, so that there is plenty of scope for an increase of output from these sources, while simultaneously the trees on the present tappable areas are increasing in age and productivity.

A HIGH STANDARD OF CULTIVATION.

While observing the strictest economy, the board's policy is to provide all sums necessary for the maintenance and improvement of your estates, and you may rest assured that the present high standard of cultivation, which has been attained under the able guidance of our visiting agent, Mr. Macfadyen, zealously backed up by our Eastern staff and agents, will continue to be fully maintained. I regret to inform you that we have recently received advice from our agents to the effect that a hurricane of exceeding force occurred in the district of Klang, in the State of Selangor, and that, although we have fared better than many of our neighbours, some 125 acres of rubber have been seriously affected. The result will be a diminution of our output from the Klang division, but as our total estimate of 1,500,000lb. for the current year has been framed on a conservative basis, it is not deemed necessary to reduce that figure.

I now beg to move:—"That the report of the directors, together with the statement of accounts as at December 31, 1914, duly audited, be received, approved, and adopted, and a dividend of 45 per cent. on the Ordinary shares of the company be now declared out of the net profits as shown by the company's accounts for the year ended December 31, 1914, leaving a balance to be carried forward of £19,178 18s. 11d."

Mr. NOEL TROTTER seconded the resolution, which was unanimously adopted.

Mr. C. MALCOLM CUMMING moved the re-election of Sir William Hood Treacher and Mr. Gilbert F. Traill as members of the board. He said that the company paid their first dividend of 4 per cent. in 1905, and including the dividend now declared, during the last 10 years the capital had been returned in dividends nearly 10 times. (Cheers.)

Sir JOHN ANDERSON seconded the resolution, which was adopted.

## SHIPPING IN PORT.

STEAMERS.

ANYO MARU, Japanese str., 1,298, K. Yamamoto, 19th June—Wakamatsu 12th June, Coal.—Order.

CHANGSHA, British str., 1,463, F. C. Gambrill, 16th June—Melbourne 14th May, General.—Butterfield & Swire.

CHAOCHOWFU, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.

CHEONGSHING, British str., 1,889, Liddell, 27th June—Weihaiwei 22nd June, General.—Jardine, Matheson & Co.

CHINGCHOW, British str., 1,195, Jas. Doyle, 23rd June—Port Parseval 20th June, Lime Stone.—Shewan, Tomes & Co.

CHOYSANG, British str., 1,424, J. Wright, 27th June—Shanghai and Swatow 26th June, General.—Jardine, Matheson & Co.

GEMINI, British str., 1,360, E. Jones, 24th June—Bangkok 17th June, Rice.—Order.

FAUSANG, British str., 1,410, F. C. Parkins, 27th June—Saigon 23rd June Rice and General.—Jardine, Matheson & Co.

FOOHSANG, British str., 1,986, F. A. Mitchell, 25th June—Calcutta 19th June, General.—Jardine, Matheson & Co.

GLENFALLOCH, British str., 1,434, Machenger, 27th June—Penang 21st June, General.—Chinese.

HAIYANG, British str., 1,269, A. Hodgins, 23rd June—Saigon 19th June, Rice.—Douglas Lapraik & Co.

HEIYO MARU, Japanese str., 2,208, T. Nakamura, 22nd June—Miike 15th June, Coal.—Mitsui Bussan Kaisha.

HINSANG, British str., 1,885, A. C. Kennedy, 21st June—Sandakan 15th June, Timber and General.—Jardine, Matheson & Co.

INDRA, British str., 1,620, J. C. Alexander, 23th June—Manila 25th June, General.—Jardine, Matheson & Co.

ITSUKUSHIMA MARU, Japanese str., 2,000, Kawano, 23rd June—Miike 17th June Coal.—Mitsui Bussan Kaisha.

KEIYO MARU, Japanese str., 1,163, D. Imaidzumi, 27th June—Pakhoi 25th June, Rice.—Osaka Shosen Kaisha.

KIYO MARU, Japanese str., 3,590, 26th June—Moji 20th June, General and Coal.—Toyo Kisen Kaisha.

KWANGTAH, Chinese str., Stewart, 12th June—Shanghai 9th June, General.—Chinese.

KWONGSANG, British str., 1,428, W. F. Bichard, 15th June—Shanghai 9th June, General.—Jardine, Matheson & Co.

LODOREE, British str., 2,053, B. L. Coats, 8th June—Dalny 1st June, Bean Oil.—Dodwell & Co.

MEXICAN PRINCE, British str., 1,953, R. MacDonald, 19th June—Singapore 10th June, Bulk Oil.—Asiatic Petroleum Co.

MERIONETHSHIRE, British str., 2,983, Bennet, 27th June—Singapore 21st June, General.—Jardine, Matheson & C.

MORESBY, British str., 1,338, J. Fotheringham, 17th June—Bangkok 9th June, Rice.—Order.

MYOGISAN MARU, Japanese str., 1,740, K. Munakata, 24th June—Wakamatsu 18th June, Coal.—Mitsui Bussan Kaisha.

ONSANG, British str., 1,728, Tough, 27th June—Freemantle —, General.—Jardine, Matheson & Co.

PANAMA, Danish str., 3,300, A. K. Soyemann, 17th June—Port Arthur, Kerosine Oil.—Thoresen & Co.

SABINE RICKMERS, Dutch str., 573, Schmermann, 28th June—Karatsu 20th June, General.—Asiatic Petroleum Co.

SALAMIS, British str., 4,509, D. A. Gardiner, 23rd June—South Africa 6th June, General.—Bank Line, Ltd.

SATANTA, British str., 3,354, W. J. Davis, 21st June—San Francisco 25th June, Kerosine Oil.—Standard Oil Co.

SELUN, Norwegian str., 865, D. Hovbrender, 28th June—Bangkok 18th June, Rice.—Thoresen & Co.

TAIYO MARU, Japanese str., T. Tumoto, 23rd June—Dairen 17th June, Coal and General.—Mitsui Bussan Kaisha.

TAISHUN, Chinese str., 1,200, Westerlund, 26th June—Shanghai 21st June, General.—Chinese.

TARO MARU, Japanese str., 2,324, K. Nuyagaki, 27th June—Moji 21st June, Coal.—Mitsui Bussan Kaisha.

TRIGONIA, Dutch str., 1,056, F. J. Vygeboom, 16th June—Singapore 9th June, Bulk Oil.—Asiatic Petroleum Co.

TSINGTAU MARU, Japanese str., 1,529, S. Yamada, 16th June—Chingwantao 9th June, Coal.—Order.


# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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FIRST CLASS ACCOMMODATION FOR PASSENGERS.
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21

# "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
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| For | Steamer | Sails. |
|---|---|---|
| MARSEILLES & LONDON ... | "CITY OF RANGOON" ... | On 26th July. |

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For rates of freight and further information apply to

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Hongkong, 15th June, 1915. [363

# THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia. | Sails Hongkong for Australia. |
|---|---|---|
| "CHANGSHA" ... ... ... ... ... | —— | 3rd July. |
| "TAIYUAN" ... ... ... ... ... | 9th July. | 14th July. |

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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| STEAMER. | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|---|---|---|---|---|
| TJILATJAP ... | JAPAN | 2nd July. | JAVA | 3rd July. |
| TJIKEMBANG ... | JAVA | 5th July. | SHANGHAI | 15th July. |
| TJILIWONG ... | JAVA | 6th July. | JAVA | 15th July. |
| TJITAROEM ... | SHANGHAI | 11th July. | JAVA | 11th July. |
| TJIBODAS ... ... | JAVA | 13th July. | JAPAN | 22nd July. |
| TJIMANOEK ... | JAVA | 17th July. | —— | —— |

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

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Hongkong, 28th June, 9115. 18

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CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. 1595


## FORTHCOMING EVENTS.

TO-DAY

6 p.m.—Hongkong Corinthian Yacht Club General Meeting.

TO-MORROW

General Holiday.

Friday, 9th July:—
4 p.m.—A Snowball Bag Sale in aid of the Belgians, in the Grounds of Government House.


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## SHIPPING

### ARRIVALS.

KUEICHOW, British str., 1,216, E. Forsyth, 29th June—Tientsin 22nd June, General.—Butterfield & Swire.

MAUSANG, British str., 1, 64, G. H. Alcock, 29th June—Saudakan 23rd June, General.—Jardine, Matheson & Co.

MISHIMA MARU, Japanese str., 3,526, L. Wada, 29th June—Middlesbrough 13th May, General.—Nippon Yusen Kaisha.

KAIFONG, British str., 937, Evans, 29th June—Hoihow 28th June, General.—Butterfield & Swire.

RIOJUN MARU, Japanese str., 3,001, Y. Yamaguchi, 28th June—Kobe and Keelung 26th June, General.—Dodwell & Co.

RYNSHO MARU, Japanese str., 745, R. Shimikawa, 28th June—Port Arthur 21st June, Coal.—Mitsui Bussan Kaisha.

SAIKAI MARU, Japanese str., 2,320, T. Tayashi, 29th—Moji 23rd June, Coal.—Jardine, Matheson & Co.

TARCHEE, British str., 1,055, T. M. McKay, 28th June—San Francisco, *via* Hankow and Shanghai 25th June, General.

### CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
29th June.

ANAMBA, British str., for Singapore.
PANAMA, Danish str., for Canton.

### DEPARTURES.

29th June.

GLENFALLOCH, British str., for Amoy.
HAITAN, British str., for Swatow.
HUE, French str., for Haiphong.
KANCHOW, British str., for Canton.
MENTOR, British str., for London.
SHINON, British str., for Saigon.
SINKIANG, British str., for Shanghai.
SINGAN, British str., for Hoihow.
TENYO MARU, Jap. str., for San Francisco.
TEENKAI, British str., for Liverpool.

### SHIPPING REPORT.

The British str. *Mausang* reports: Very fine weather.

### PASSENGERS.

ARRIVED.

Per *Mausang*, from Sandakan, for Hongkong, Mr. Thompson.

DEPARTED.

Per *Tamba Maru*, from Hongkong, for Seattle, etc., Mrs. D. B. Wilson and two children, Mr. L. N. Leslie, Dr. and Mrs. S. R. Smith, Mrs. Suda, two children and amah, Mr. E. E. Young, Mr. S. T. Barma, Mr. S. Ose and Mr. N. Ose.

Per *Mishima Maru*, from Hongkong, for Japan, Mr. and Mrs. E. J. Barnett, Mr. and Mrs. Clerice and child, Mr. Ninomiya, Mr. J. M. Verhaest, Major Tanikawa, Mr. A. Roberts, Mr. N. Watanabe, Mrs. Filesmonoff, Mrs. Charlton, child and amah, Mr. D. W. Munton, Mrs. Harima, Miss Harima, Master Harima, Miss Inui, Mr. J. W. Britto, Mr. C. F. Carneiro, Mr. Kitazawa, Mr. T. Kato, Capt. T. Harrison, Misses D. and N. Harrison, Mr. Akamatsu, Dr. A. Carvalho, Mr. I. Murakami, Miss Watanabe, Mr. and Mrs. Makita, Mr. T. Ohmoora, Mr. Cutson, Mr. and Mrs. H. Olson and children, Dr. Ohnuki, Mr. Lakabe, Mr. Fukai, Miss Clerkson, Messrs. Remedios, James, M. Fernandez, Shimada, Ikeda, Kobayashi, Michlarck, Mrs. Marques, Misses Marques, Mr. L. G. Marques, Dr. and Mrs. Seldon and child, Mr. Sunderson and Miss K. Osada.

## VESSELS EXPECTED.

THE AUSTRALIAN MAILS.

The str. *Empire* left Sydney for this port *viâ* Queensland ports, Port Darwin, Timor, and Manila on 2nd inst., and may be expected to arrive here to-day.

The str. *Eastern* left Sydney for this port (*viâ* Queensland ports, Port Darwin, and Manila) on 23rd instant, and may be expected to arrive here on or about 13th July.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* arrived Shanghai at 8 p.m., 27th June, left Shanghai at 7 a.m., 28th June, and is due to arrive Hongkong at a.m., 1st July.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Kumsang*, from Calcutta, is due in Hongkong 2nd July.

SHIRE LINE, LIMITED.

*Radnorshire*, from London, is due in Hongkong 19th July.

INDRA LINE.

*Indrasamha*, from Vladivostock, is due in Hongkong end of July.


REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL
S.S. "SAINT RONALD," on or about 5th July.

FOR NEW YORK VIA SUEZ CANAL.
S.S. "EGREMONT CASTLE," on or about 13th July.

For Freight and further information, apply to—

DODWELL & Co., LTD.
Agents.

Hongkong, 17th July, 1915 [336

## C.P.R.

THE Canadian Pacific Railway Co.'s
S.S. "MONTEAGLE"
will be despatched from Hongkong at NOON,
WEDNESDAY, 7th JULY
(instead of 3rd July as previously advised),
for VANCOUVER, via Usual Ports of Call.

For Freight or Passage, apply—
W. D. CRADDOCK,
General Traffic Agent,
Hongkong.

Hongkong, 29th June, 1915. [703


## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES. | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | KARMALA | Brit. str. | — | H. G. Evans, R.N.R. | P. & O. S. N. Co. | On 2nd July, at Noon. |
| LONDON VIA USUAL PORTS OF CALL | SARDINIA | Brit. str. | — | J. T. Jeffery | P. & O. S. N. Co. | On 17th July, at Noon. |
| LONDON | MONMOUTHSHIRE | Brit. str. | — | | JARDINE, MATHESON & CO., LTD. | End of June. |
| MARSEILLES, LONDON & VIA SINGAPORE, &c. | KATORI MARU | Jap. str. | — | B. Kon | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| MARSEILLES VIA PORTS | ATLANTIQUE | Fren. str. | — | Charbonnel | MESSAGERIES MARITIMES | On 10th July, at 1 P.M. |
| MARSEILLES & LONDON | CITY OF RANGOON | Brit. str. | — | | THE BANK LINE, LIMITED | On 26th July. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c | MERIONETHSHIRE | Brit. str. | — | | JARDINE, MATHESON & CO., LTD. | About 30th inst. |
| VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c. | YOKOHAMA MARU | Jap. str. | — | Komatsubara | NIPPON YUSEN KAISHA | On 8th July, at 4 P.M. |
| VICTORIA & TACOMA VIA KEELUNG, & S'HAI, B.C. | TACOMA MARU | Jap. str. | — | T. Hamada | OSAKA SHOSEN KAISHA | On 15th July, at 3 P.M. |
| NEW YORK VIA SUEZ CANAL | SAINT RONALD | Brit. str. | — | | DODWELL & CO., LTD. | About 5th July. |
| NEW YORK VIA PANAMA | WALTON HALL | Brit. str. | — | | THE BANK LINE, LIMITED | On 5th July. |
| SAN FRANCISCO | SAIKAI MARU | Jap. str. | — | | JARDINE, MATHESON & CO., LTD. | To-morrow. |
| SAN FRANCISCO VIA MANILA & JAPAN, &c. | NIPPON MARU | Jap. str. | — | A. G. Stevens | TOYO KISEN KAISHA | On 15th July, at 10.30 A.M. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | MONGOLIA | Am. str. | — | Emery Rice | PACIFIC MAIL S.S. CO. | On 20th July, at 1 P.M. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | SHINYO MARU | Jap. str. | — | Filmer | TOYO KISEN KAISHA | On 27th July, at Noon. |
| SAN FRANCISCO VIA MANILA & JAPAN, &c. | PERSIA | Am. str. | — | | PACIFIC MAIL S.S. CO. | On 3rd Aug., at Noon. |
| DELAGOA BAY, DURBAN, EAST LONDON, &c | GUJARAT | Brit. str. | — | | THE BANK LINE, LIMITED | On 23rd July. |
| AUSTRALIAN PORTS | CHANGSHA | Brit. str. | 1 m. | F. C. Gambrill | BUTTERFIELD & SWIRE | On 3rd July. |
| AUSTRALIAN PORTS VIA MANILA | NIKKO MARU | Jap. str. | — | Takeda | NIPPON YUSEN KAISHA | On 16th July, at 4 P.M. |
| AUSTRALIAN PORTS VIA MANILA | EMPIRE | Brit. str. | — | | GIBB, LIVINGSTON & CO. | On 17th July, at 11 A.M. |
| JAPAN | TJIBODAS | Dut. str. | — | | JAVA-CHINA-JAPAN LINE | On 22nd July. |
| KOBE & YOKOHAMA | COLOMBO MARU | Jap. str. | — | Sakamoto | NIPPON YUSEN KAISHA | On 5th July. |
| KOBE & MOJI | KUMSANG | Brit. str. | — | F. Wheeler | JARDINE, MATHESON CO., LTD | On 7th July, at D'light. |
| NAGASAKI, KOBE & YOKOHAMA | HITACHI MARU | Jap. str. | — | Tominaga | NIPPON YUSEN KAISHA | On 16th July, at 10 A.M. |
| WEIHAIWEI & TIENTSIN | KUEICHOW | Brit. str. | 1 m. | E. Forsyth | BUTTERFIELD & SWIRE | On 3rd July, at Noon. |
| WEIHAIWEI, CHEFOO & TIENTSIN | CHEONGSHING | Brit. str. | — | V. Liddell | JARDINE, MATHESON & CO., LTD. | On 4th July, at D'light. |
| WEIHAIWEI & TIENTSIN | CHIPSHING | Jap. str. | — | H. C. Wallner | JARDINE, MATHESON & CO., LTD. | On 8th July, at D'light. |
| SHANGHAI, KOBE & YOKOHAMA | MISHIMA MARU | Jap. str. | — | S. Wada | NIPPON YUSEN KAISHA | To-day, at 10 A.M. |
| SHANGHAI and HANKOW | WOSANG | Brit. str. | — | J. M. Smith | JARDINE, MATHESON & CO., LTD | To-morrow, at Daylight. |
| SHANGHAI, MOJI & KOBE | FOOKSANG | Brit. str. | — | T. A. Mitchell | JARDINE, MATHESON & CO., LTD. | To-morrow, at 3 P.M |
| SHANGHAI | V. CIOTAT | Fren. str. | — | | MESSAGERIES MARITIMES | To-morrow. |
| SHANGHAI | YINGCHOW | Brit. str. | 1 m. | E. S. Jones | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| SHANGHAI VIA SWATOW | CHOYSANG | Brit. str. | — | S. Homlwood | JARDINE, MATHESON & CO., LTD. | On 2nd July, at D'light. |
| SHANGHAI | CHENAN | Brit. str. | 1 m. | W. L. Jones | BUTTERFIELD & SWIRE | On 4th July, at D'light. |
| SHANGHAI | KWONGSANG | Brit. str. | — | W. F. Bichard | JARDINE, MATHESON & CO., LTD | On 6th July, at D'light. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | KASHGAR | Brit. str. | — | H. N. Rivers, R.N.R. | P. & O. S. N. Co. | About 6th July. |
| SHANGHAI | TJIKEMBANG | Dut. str. | — | | JAVA-CHINA-JAPAN LINE | On 15th July. |
| ANPING & TAKAO VIA SWATOW & AMOY | SOSHU MARU | Jap. str. | — | A. Kobayashi | OSAKA SHOSEN KAISHA | On 7th July, at 10 A.M. |
| SWATOW, AMOY & FOOCHOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & CO. | On 2nd July, at 2.30 P.M. |
| SWATOW, AMOY & FOOCHOW | HAIMUN | Brit. str. | 2 h. | A. H. Stewart | DOUGLAS, LAPRAIK & CO. | On 6th July, at 2.30 P.M. |
| MANILA, CEBU & ILOILO | TAMING | Brit. str. | 1 m. | S. Tokushige | BUTTERFIELD & SWIRE | To-day, at Noon. |
| MANILA | LOONGSANG | Brit. str. | — | W. G. G. Leask | JARDINE, MATHESON & CO., LTD. | On 3rd July, at 3 P.M. |
| MANILA, CEBU & ILOILO | TSAN | Brit. str. | 1 m. | J. Walker | BUTTERFIELD & SWIRE | On 6th July, at 4 P.M. |
| MANILA | YUENSANG | Brit. str. | — | P. Rolfe | JARDINE, MATHESON & CO., LTD | On 10th July, at 3 P.M. |
| TAMSUI, & KEELUNG VIA SWATOW & AMOY | KAIJO MARU | Jap. str. | — | Y. Yamamoto | OSAKA SHOSEN KAISHA | On 4th July, at Noon. |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJILATJAP | Dut. str. | — | | JAVA-CHINA-JAPAN LINE | On 3rd July. |
| BOMBAY VIA SPORE, PORT S'HAM, PENANG & COLOMBO | DAIGEN MARU | Jap. str. | — | Okamoto | OSAKA SHOSEN KAISHA | On 5th July, at 7 A.M. |
| BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO | IYO MARU | Jap. str. | — | Butler | NIPPON YUSEN KAISHA | On 5th July. |
| SINGAPORE | ITOLA | Brit. str. | — | D. A. Gardiner | DAVID SASSOON & CO., LTD. | To-day. |
| SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS | SALAMIS | Brit. str. | — | E. J. Tadd | THE BANK LINE LTD. | To-day. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | A. Kennedy | JARDINE, MATHESON & CO., LTD. | On 7th July, at 3 P.M. |
| SANDAKAN | HINSANG | Brit. str. | — | R. A. Matthews | JARDINE, MATHESON & CO., LTD | On 5th July, at Noon. |
| SANDAKAN | MAUSANG | Brit. str. | — | Imaizumi | JARDINE, MATHESON & CO. LTD. | On 10th July, at Noon. |
| HAIPHONG | KEIJO MARU | Jap. str. | — | Mathews | OSAKA SHOSEN KAISHA | To-morrow, at 10 A.M. |
| HAIPHONG | TAKSANG | Brit. str. | — | Trowbridge | JARDINE, MATHESON & CO., LTD. | On 4th July, at 7 A.M. |
| HOIHOW | SINGAN | Brit. str. | 1 m. | | BUTTERFIELD & SWIRE | To-day, at 11 A.M. |


## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| ‡* SHANGHAI, MOJI and KOBE | "FOOKSANG" | Thursday, 1st July, 3 P.M. |
| † SHANGHAI and HANKOW | "WOSANG" | Thursday, 1st July, D'light. |
| † SHANGHAI VIA SWATOW | "CHOYSANG" | Friday, 2nd July, D'light. |
| * MANILA | "LOONGSANG" | Saturday, 3rd July, 3 P.M. |
| *WEIHAIWEI CHEFOO & TIENTSIN | "CHEONGSHING" | Sunday, 4th July, D'light. |
| HAIPHONG | "TAKSANG" | Sunday, 4th July, 7 A.M. |
| ‡ SANDAKAN | "HINSANG" | Monday, 5th July, Noon. |
| † SHANGHAI | "KWONGSANG" | Tuesday, 6th July, D'light. |
| * MOJI and KOBE | "KUMSANG" | Wed'day, 7th July, D'light. |
| *SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Wed'day, 7th July, 3 P.M. |
| * WEIHAIWEI and TEINTSIN | "CHIPSHING" | Thursday, 8th July, D'light. |
| ‡ SANDAKAN | "MAUSANG" | Saturday, 10th July, Noon. |
| * MANILA | "YUENSANG" | Saturday, 10th July, 3 P.M. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning private direct to Hongkong. Time occupied 6 days.

Those vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tsitu, Dairy, W'wai, N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 9th June, 1915. [6

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,
AGENTS.

Telephone No. 215.

Hongkong, 15th April, 1914 25

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

"SHIRE" LINE SERVICE—HOMEWARDS.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---|---|---|
| LONDON | "MONMOUTHSHIRE" | End of June |

TRANS-PACIFIC SERVICE

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND,

MERIONETHSHIRE, ... On or About 30th June.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co. LTD.
AGENTS

Hongkong, 26th May, 1915 24

## PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

| | | |
|---|---|---|
| MONGOLIA ..... Sailing | TUESDAY, | 20th July, at 1 P.M. |
| PERSIA (via Manila) „ | TUESDAY, | 3rd Aug., at Noon. |
| KOREA ..... „ | TUESDAY, | 10th Aug., at 1 P.M. |
| SIBERIA ..... „ | TUESDAY, | 17th Aug., at 1 P.M. |

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141. [18

## THE YOKOHAMA DOCK CO. LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 691, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. | NO. 2 DOCK. Docking Length 376 ft. | NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work undertaken. A large assortment of material including sail cloths are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plant, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.

Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 130 feet by 25 feet deep, adjoining the docks and warehouses.

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## VESSELS ON THE BERTH


S.S. "SAIKAI MARU."

THE above Steamer will be despatched for SAN FRANCISCO Direct on or about the 1st July, 1915.

For Freight and particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 18th June, 1915. [671

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
"KARMALA,"
Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on FRIDAY, the 2nd July, 1915, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MEDINA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed in the s.s. "KARMALA," due in London on the 15th August, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
R. A. HEWETT,
Superintendent.

Hongkong, 24th June, 1915. [1

AMERICAN AND MANCHURIAN LINE.

For NEW YORK VIA PANAMA.

THE Steamship
"WALTON HALL,"
4,932 tons, will be despatched as above on TUESDAY, 6th July.

For Freight and further particulars apply to:—
THE BANK LINE, LTD.,
General Agents.

Hongkong, 8th June, 1915. [647


## NOTICES TO CONSIGNEES


"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "MONTROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.

Hongkong, 24th June, 1915. [696

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, ETC.

THE Steamship
"MERIONETHSHIRE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th July, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 5th July, at 2.30 P.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 28th June, 1915. [6

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"INDRA,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th July, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 5th July, at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 22th June, 1915. [712

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | KARMALA ..... Capt. H. G. Evans, R.N.R. | Noon 2nd July. | See Special Advertisement |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | KASHGAR ..... Capt. H. N. Rivers, R.N.R. | About 6th July. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | SARDINIA ..... Capt. J. T. Jeffery, | Noon, 17th July. | Freight and Passage |

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:—

E. A. HEWETT,
Superintendent.

Hongkong, 26th June, 1915.

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMER | TO SAIL |
|---|---|---|
| BOHOW | "SINGAN" | On 30th June, 11 A.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 30th June Noon. |
| SHANGHAI | "YINGCHOW" | On 1st July, 4 P.M. |
| WEIHAIWEI & TIENTSIN | "KUEICHOW" | On 3rd July, Noon. |
| SHANGHAI | "CHENAN" | On 4th July, D'light. |
| MANILA, CEBU and ILOILO | "TEAN" | On 5th July, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI," and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th June, 1915. TELEPHONE 35. 4

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW

AND RETURN.
(Occupying 8 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---|---|---|
| "HAICHING" | Capt. W. C. Pasmore | FRIDAY, 2nd July, at 2.30 P.M. |
| "HAIMUN" | Capt. A. H. Stewart | TUESDAY, 6th July, at 2.30 P.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS. 3

Hongkong, 29th June, 1915.

# BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### WESTWARD

S.S. "ITOLA," 5,957 tons, Captain Butler, will be despatched for SINGAPORE on 30th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS. 29

Hongkong, 29th June 1915.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|---|---|---|
| EMPIRE | 30th June. | On 17th July, 11 A.M. |
| EASTERN | 15th July. | On 9th Aug., 11 A.M. |
| ALDENHAM | 2nd Aug. | On 3rd Aug., 11 A.M. |
| ST. ALBANS | 23rd Aug. | On 17th Sept., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

# TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer | Displacement Tons and Speed. | Leave Hongkong. |
|---|---|---|
| * NIPPON MARU | 11,000 — 18 knots | TUESDAY, 13th July. |
| SHINYO MARU | 22,000—21 knots | TUES., 27th July. |
| CHIYO MARU | 22,000—21 knots | TUES., 24th Aug. |
| TENYO MARU | 22,000—21 knots | TUES., 14th Sept. |

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Sails |
|---|---|---|
| KIYO MARU | 17,200—15 knots | Saturday, 10th July. |

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 29. [216

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

| For | Steamer | To Sail. |
|---|---|---|
| SHANGHAI | V. CIOTAT | On 1st July. |

HOMEWARD

| | | |
|---|---|---|
| MARSEILLES VIA SAIGON and PORTS (Without Transhipment) | ATLANTIQUE | On 10th July, at 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135. TO YOKOHAMA $150.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

| Steamer | Captain | Leaving |
|---|---|---|
| "TACOMA MARU" | T. Hamada | THURSDAY, 15th July, at 3 P.M. |

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

| Steamer | Captain | Leaving |
|---|---|---|
| "DAIREN MARU" | ... | MONDAY, 5th July, at 7 A.M. |
| "CHOSEN MARU" | S. Nemoto | TUESDAY, 6th July, at 7 A.M. |

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "KAIJO MARU" | Y. Yamamoto | SUNDAY, 4th July, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "SOSHU MARU" | A. Kobayashi | WED'DAY, 7th July, at 10 A.M. |

## FOR HAIPHONG (DIRECT).

| Steamer | Captain | Leaving |
|---|---|---|
| "KEIJO MARU," | IMAIZUMI | THURSDAY, 1ST JUNE, 10 A.M. |

These Steamers of Coast and Formosa Lines have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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# NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|---|---|---|
| MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | § KATORI MARU Capt. B. Kon, | 20,000 | THURSDAY, 1st July, at Noon. |
| | § KAMO MARU Capt. Shimizu, | 16,000 | THURSDAY, 15th July, at Noon. |
| VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA | § YOKOHAMA MARU Capt. Kawatsubara, | 12,500 | THURSDAY, 8th July, at 4 P.M. |
| | § SADO MARU Capt. ——— | 12,500 | TUESDAY, 27th July, at 4 P.M. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | § NIKKO MARU Capt. Takeda, | 9,000 | FRIDAY 16th July, at 4 P.M. |
| | § HITACHI MARU Capt. Tominaga, | 13,500 | TUESDAY, 17th August, at 11 A.M. |
| CALCUTTA VIA SINGAPORE PENANG and RANGOON | IYO MARU Capt. Okamoto, | 12,500 | MONDAY, 5th July. |
| BOMBAY VIA SINGAPORE, MALACCA and COLOMBO | | | |
| KOBE and YOKOHAMA | COLOMBO MARU Capt. Sakamoto | 8,000 | MONDAY, 5th July. |
| SHANGHAI and KOBE | | | |
| NAGASAKI, KOBE and YOKOHAMA | § HITACHI MARU Capt. Tominaga, | 13,500 | FRIDAY, 16th July, 10 A.M. |
| SHANGHAI KOBE and YOKOHAMA | § MISHIMA MARU Capt. Wada, | 16,000 | WED'DAY, 30th June, at 10 A.M. |

§ Wireless Telegraphy.

## PASSENGER SEASON FOR 1915

### FOR EUROPE.

| Steamer. | Displacement. | Leave Hongkong |
|---|---|---|
| KATORI MARU | 20,000 Tons | Thurs., 1st July. |
| KAMO " | 16,000 " | " 15th July. |
| KASHIMA " | 20,000 " | " 29th July |
| MISHIMA " | 16,000 " | " 12th Aug. |

### FOR AMERICA.

| | | |
|---|---|---|
| YOKOHAMA MARU | 12,500 Tons | Thurs., 8th July. |
| SADO " | 12,500 " | Tues., 27th July. |
| AWA " | 13,500 " | " 10th Aug |

For Further Information as to Freight, Sailing, &c., apply to.—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1941

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer leaves YOKOHAMA | Steamers to COLOMBO | Leave SHANGHAI | Leave HONGKONG | Connecting Steamer from COLOMBO to MARSEILLES and LONDON | Due at MARSEILLES | Due at LONDON |
|---|---|---|---|---|---|---|
| p.m. | — | about | about Noon | | | |
| June 21 | KARMALA | June 28 | July 2 | MEDINA | Aug. 1 | Aug. 8 |
| — | SARDINIA | July 12 | July 17 | MONGOLIA | Aug. 15 | Aug. 22 |
| July 19 | KASHGAR | July 26 | July 30 | MALWA | Aug. 28 | Sept. 4 |
| — | MALTA | Aug. 9 | Aug. 14 | PERSIA | Sept. 11 | Sept. 18 |
| Aug. 16 | ——— | Aug. 23 | Aug. 28 | MOREA | Sept. 25 | Oct. 2 |
| — | ——— | Sept. 6 | Sept. 10 | MALOJA | Oct. 9 | Oct. 16 |
| — | ——— | Sept. 20 | Sept. 25 | ARABIA | Oct. 23 | Oct. 30 |
| Sept. 27 | ——— | Oct. 4 | Oct. 9 | MOLDAVIA | Nov. 9 | Nov. 13 |

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

| | | | | | |
|---|---|---|---|---|---|
| | | | LONDON | | |
| 1st Saloon | "A" | Accommodation Single | £70. | Return | £105. |
| | "B" | " " | £54. | " | £96. |
| 2nd Saloon | "A" | " " | £48. | " | £72. |
| | "B" | " " | £44. | " | £66. |
| | | | MARSEILLES | | |
| 1st Saloon | "A" | Accommodation Single | £66. | Return, | £99. |
| | "B" | " " | £60. | " | £90. |
| 2nd Saloon | "A" | " " | £46. | " | £69. |
| | "B" | " " | £42. | " | £63. |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

| STEAMERS. | Leave Y'HAM. | Leave SHANGHAI | Leave H'KONG. | Leave S'PORE. | Due at M'SEILLES if calling | Due at LONDON. |
|---|---|---|---|---|---|---|
| | about | about | about | about | about | about |
| KARMALA | July 19 | July 26 | July 2 | July 3 | Aug. 7 | Aug. 15 |
| KASHGAR | Aug. 16 | Aug. 26 | July 30 | Aug. 4 | Sept. 6 | Sept. 15 |
| NOVARA | Sept. 27 | Oct. 7 | Sept. 1 | Sept. 7 | Oct. 8 | Oct. 17 |
| SIMLA | Oct. 11 | Oct. 21 | Oct. 13 | Oct. 19 | Nov. 17 | Nov. 25 |
| NANKIN | Oct. 25 | Nov. 4 | Oct. 27 | Nov. 2 | Dec. 1 | Dec. 9 |
| NYANZA | | | Nov. 10 | Nov. 16 | Dec. 15 | Dec. 23 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single: £81 Return, 2nd Saloon £38 Single: £57 Return

FARES TO MARSEILLES:

1st Saloon £50 Single, 2nd Saloon £35 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

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## POST OFFICE NOTICE.

### YAUMATI.

1. A Branch Post Office will be opened at Waterloo Road, Yaumati, on 1st July, 1915.

2. The Office will be open for the transaction of public business from 7 a.m. to 6 p.m. On Sundays and Holidays from 8 to 9 a.m.

3. The delivery area will include the whole district north of Austin Road and also Cheungsha Wan and Kowloon City.

4. The Hours of delivery will be: Yaumati 9 a.m., Noon, 3 p.m. and 6 p.m.; Cheungsha Wan 9 a.m. and 3 p.m.; Kowloon City 9 a.m.

The Services to Germany, Austria and the Ottoman Empire are suspended.

The Harbour Office telegraphs have been removed to the G. P. O.

### INWARD MAILS.

| From | Per | Date |
|---|---|---|
| Australia ... ... ... | *Empire* ... .. | 30th inst. |
| Europe (London 4th inst. via Siberia) ... | *Montcalm* ... ... | 30th inst. |
| Europe (French Mail) ... | *Ville de la Ciotat* ... | 1st July. |
| ... ... ... ... | ... ... ... | ... ... ... |
| ... ... ... ... | ... ... ... | ... ... ... |
| ... ... ... ... | ... ... ... | ... ... ... |
| ... ... ... ... | ... ... ... | ... ... ... |

### OUTWARD MAILS.

| For | Per | Date |
|---|---|---|
| Straits ... ... ... ... ... | *Katong* ... | Wednesday, 30th, 9.00 A M |
| Shanghai, North China and Japan via Kobe.. | *Mishima Maru* .. | Wednesday, 30th, 9.00 A M |
| Hoihow ... ... ... ... ... | *Singan* ... ... | Wednesday, 30th, 10.00 A M |
| Philippine Islands .. ... | *Tamine* .. | Wednesday 30th, 11.00 A M |
| Shanghai and North China ... ... | *Wosang* ... ... | Wednesday, 30th, 5.00 P M |
| | | —: JULY :— |
| Swatow, Shanghai, and North China ... | *Choysang* .. | Thursday, 1st, 9.00 A M |
| Straits, Colombo, Port Said, Marseilles & London | *Katori Maru* .. | Thursday, 1st, 9.00 A M |
| Shanghai, North China, & Japan via Moji ... | *Fooksang* ... .. | Thursday, 1st, 9.00 A M |
| Haiphong ... ... ... ... ... | *Keijo Maru* ... | Thursday, 1st, 9.00 A M |
| Straits ... ... ... ... ... | *Itola* ... ... | Thursday, 1st, 9.00 A M |
| Shanghai and North China ... ... ... | *Yingchow*... ... | Thursday, 1st, 9.00 A M |
| Shanghai, North China, Japan via Kobe ... (Europe via Siberia) ... (Tientsin-Pukow Railway Shanghai Brit. P.O Tuesday, 6th, July.) | *Ville de la Ciotat* | Thursday, 1st, 9.00 A M |
| Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ... ... The Parcel Mail will be closed to-day, at 5 P.M. ... ... ... | *Karmala* ... | Friday, 2nd, Printed Matter and Samples ... ... 10.00 A M; Registration ... 10.15 A M; Registration Kowloon P.O. ... 9.30 A M; Letters ... 11.00 A M |
| Swatow, Amoy and Foochow ... ... ... | *Haicheng* ... .. | Friday, 2nd, 1.30 P M |
| Straits, Mauritius, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town ... ... ... ... ... | *Salamis* ... ... | Friday, 2nd, 3.00 P M |
| Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island ... ... | *Changsha* | Saturday, 3rd, Registration ... 9.15 A M; Letters... 10.00 A M |
| Weihaiwei, and Tientsin ... ... .. | *Kueichow*... .. | Saturday, 3rd, 11.00 A M |
| Philippine Islands ... .. ... .. | *Loongsang* ... | Saturday, 3rd, 2.00 P M |
| Weihaiwei, Chefoo and Tientsin ... ... | *Cheongshing* ... | Saturday, 3rd, 5.00 P M |
| Shanghai, North China ... ... ... (Europe via Siberia) (Tientsin-Pukow Service Shanghai Brit. P.O. Wednesday, the 7th July.) | *Chenan* ... | Saturday, 3rd, Registration ... 4.15 P M; Letters ... ... 5.00 P M |
| Swatow, Amoy, Formosa via Tamsui ... ... | *Kaijo Maru* ... | Sunday, 4th, 9.00 A M |
| Sandakan ... ... ... ... ... | *Hinsang* ... ... | Monday, 5th, 11.00 A M |
| Swatow, Amoy and Foochow ... ... ... | *Haiman* ... ... | Tuesday, 6th, 1.30 P M |
| Philippine Islands ... ... ... ... | *Tean* ... ... | Tuesday, 6th, 3.00 P M |
| Formosa via Keelung, Shanghai, North China, Japan via Moji, United States South America, San Francisco, and Canada via Vancouver United Kingdom via Canada. | *Manteagle* ... | Wednesday, 7th, Registration ... 10.15 A M; Letters ... 11.00 A M |
| Japan via Moji, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Arica, Iquique, Valparaiso and Coronel ... ... ... ... | *Kiyo Maru* ... | Saturday, 10th, 11.00 A M |

### LOCAL AND REGULAR MAILS OUTWARD.

| For | On Week-Days | On Sundays & Holidays. |
|---|---|---|
| Tai O .. ... ... ... ... ... | 10.00 A.M. | — |
| Tai Po ... ... ... ... ... | 10.00 A.M., 4.00 P.M. | 9.00 A.M. |
| Cheung Chow ... ... ... ... | 2.00 P.M. | — |
| Shataukok, Shatin and Sheungshui ... | 4.00 P.M. | — |
| Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley ... ... ... | 4.30 P.M. | — |
| Canton, Wuchow and Sam Shui ... ... | 7.30 A.M., Regis. 5.00 P.M., Letters 6.00 P.M. | 5.00 P.M. |
| Macao ... ... ... ... ... | 7.15 A.M., 1.30 P.M. | 8.15 A.M. |
| Kowloon ... ... ... ... ... | 6.00 P.M. Except Saturdays | 5.00 P.M. |
| Namtau and Saumei ... ... ... | 6.00 P.M. | 5.00 P.M. |
| Shamchun ... ... ... ... ... | 10.00 A.M., 4.00 P.M. | 9.00 A.M. |


# KEEP COOL!

It's quite easy even in this weather, if you instal a

"FREEZOR FAN"

3 Speeds Varying from a gentle Breeze to a Typhoon.

Suitable for Hongkong, Kowloon, Canton and Macao.

SURPASSES ALL OTHER TYPES.

WM. C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS,
14, Des Voeux Road Central, Hongkong.
Telephone 358. Cablegrams: "Marinestork." [32


## COMMERCIAL.

### CLOSING QUOTATIONS.

June 29th.

On London:—
Telegraphic Transfer ... 1/9⅞
Bank Bills, on demand ... 1/9 7/16
Bank Bills, at 30 days' sight ... 1/9½
Bank Bills, at 4 months' sight ... 1/9⅞
Credits, at 4 months' sight ... 1/10⅛
Documentary Bills 4 months' sight 1/10¼

On Paris:—
Bank Bills, on demand ... 231
Credits, at 4 months' sight ... 241½

On Germany:—
On demand ... nom.

On New York:—
Bank Bills, on demand ... 42¾
Credits, at 60 days' sight ... nom.

On Bombay:—
Telegraphic Transfer ... nom.
Bank, on demands ... 135¼

On Calcutta:—
Telegraphic Transfer ... nom.
Bank, on demand ... 135¼

On Shanghai—
Bank, at sight ... 78½
Private, 30 days' sight ... nom.

On Yokohama:—On demand ... 87½
On Manila:—On demand—Pesos—87½
On Singapore:—On demand ... 76½
On Batavia:—On demand ... 107½
On Haiphong:—On demand ... 8½% p.m.
On Saigon:—On demand ... 8 % p.m.
On Bangkok:—On demand ... 86½
Sovereigns, Bank's Buying Rate ... $11.10 n.
Gold Leaf, 100 fine, per tael ... $53.00
Bar Silver, per oz. ... 23d.

### ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.
Revised by the Members.

PRICE ... ... ... ... ... $5.

Daily Press Office.
Hongkong, 28th February, 1915.

"Embassy"
No. 77
VIRGINIA CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

*The Cigarette de Luxe.*

W. D. & H. O. WILLS
BRISTOL & LONDON.

SAVE YOUR "EMBASSY" COUPONS.

ASK YOUR TOBACCONIST FOR CATALOGUE OF PRESENTS.

Prices:

| | | | |
|---|---|---|---|
| Air-Tight Tins of | 50 Cigarettes | 75 | Cents. |
| " " " " | 25 " | 40 | " |
| eco rated " " | 10 " | 20 | " |

SOLD EVERYWHERE. [17


## SHARE LIST.—QUOTATIONS.

Hongkong, 29th June, 1915.

| Stocks. | No. of Shares. | Value | Paid up. | Closing Quotations Cash. | Return on basis of last div'd. |
|---|---|---|---|---|---|
| **Banks.—** | | | | | |
| Hongkong & S'hai. Bank. Corporation | 120,000 | $125 | all | $815, sellers L'don | 5½ p.c. |
| China Borneo Company, Limited ... .. | 60,000 | $12 | all | $10 | |
| China Light and Power Company, Ld. ... | 50,000 | $5 | all | $4⅔, sellers | 8½ p.c. |
| | 50,000 | $1 | all | | |
| China Provident, Loan & Mortgage Co., Ld | 200,000 | $10 | all | $8¼, sellers | 7½ p.c. |
| **Cotton Mills.—** | | | | | |
| S'hai Cotton Manufacturing Co., Ld. ... | 40,000 | Tls. 50 | all | Tls. 98, sales | 8½ p.c. |
| Kung Yik Cotton S. & W. Co., Ld. ... | 100,000 | Tls. 10 | all | Tls. 13.90, buy. | |
| International Cotton Manuf'ing Co., Ld | 10,000 | Tls. 75 | all | Tls. 90 | |
| Laou Kung Mow Cotton S. & W. Co., Ld | 8,000 | Tls. 100 | all | Tls. 87½ | |
| Soeyobee Cotton S. & W. Co., Ld. ... | 20,000 | Tls. 50 | all | Tls. 44 | |
| Ewo Cotton Spin'g. & Weaving Co., Ld | 20,000 | Tls. 50 | all | Tls. 105, sales | |
| Hongkong Cotton Spinning Co., Ld. (in Liquidation) ... ... | 125,000 | $10 | all | $7½, buyers | |
| Dairy Farm Company, Limited ... .. | 40,000 | $7½ | $6 | $34, buyers | 4½ p.c. |
| **Docks and Wharves.—** | | | | | |
| H'kong. & Kowloon Wharf & G. Co., Ld. | 60,000 | $50 | all | $70, sales | 5 p.c. |
| H'kong. and Whampoa Dock Co., Ld. | 50,000 | $50 | all | $63 | 5 p.c. |
| S'hai. Dock and Engineering Co., Ld. | 55,700 | Tls. 100 | all | Tls. 51½ | |
| S'hai. and Hongkew Wharf Co. Ld... | 36,000 | Tls. 100 | all | Tls. 81 | |
| Green Island Cement Co., Limited... .. | 400,000 | $10 | all | $6.95, buyers | |
| Hongkong Electric Co., Limited ... .. | 60,000 | $10 | all | $12, buyers | 7½ p.c. |
| Hongkong Hotel Company, Limited ... | 20,000 | $50 | all | $115½, buyers | 5 p.c. |
| Hongkong Ice Company, Limited .. | 6,500 | $25 | all | $185 | 5½ p.c. |
| Hongkong Rope Manufacturing Co., Ld. . | 50,000 | $10 | all | $26½, sellers | 7½ p.c. |
| Hongkong Tramway Co., Ld. ... .. | 325,000 | 5/- | all | $4.95, x. div. buy. | 5 p.c. |
| **Insurances.—** | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $365, buyers | 6 p.c. |
| China Fire Insurance Co., Limited ... | 20,000 | $100 | $20 | $148 | 7 p.c. |
| Hongkong Fire Insurance Co., Ld. .. | 8,000 | $250 | $50 | $395, buyers | 7 p.c. |
| North-China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 170 | |
| Union Insurance Society, Limited . | 12,400 | $250 | $100 | $895, sales | 6½ p.c |
| Yangtsze Insurance Association Ld | 12,000 | $100 | $60 | $240,—@ Ex 73 | |
| **Lands and Buildings.—** | | | | | |
| H'kong. Land Invest. Agency Co., Ld | 50,000 | $100 | all | $108½, buyers | 6½ p.c |
| Hongkong Central Estate, Ld. | 10,000 | $100 | all | $100 | |
| Hongkong Land Reclamation Co., Ld | 35,000 | $100 | $75 | $200. | |
| Humphreys' Estate and Finance Co., Ld | 150,000 | $10 | all | $6.70, sellers | 6 p.c. |
| Kowloon Land and Building Co. Ld. | 6,000 | $50 | $30 | $40, buyers | 7½ p.c. |
| Shanghai Land Investment Co., Ld. | 78,000 | Tls. 50 | all | Tls. 104 | |
| West Point Building Co., Limited | 12,500 | $50 | all | $71, buyers | 5 p.c |
| Maatschappij tot Nijn., Bosch-en Landbouw exploitatie in Langkat ... | 250,000 | Gds. 10 | all | Tls. 40, sellers | |
| **Mining.—** | | | | | |
| Chinese Engineering and M. Co., Ld . | 1,000,000 | $1 | all | 32/- | |
| Raub Australian Gold Mining Co., Ld | 200,000 | £1 | all | $3⅞ | |
| Tronoh Mines, Limited ... .. | 160,000 | $1 | all | 32/6 | |
| Peak Tramways Co., Limited ... | 25,000 | $10 | all | $94 | 8 p.c. |
| | 50,000 | $10 | $1 | $0.80, buyers | |
| **Refineries.—** | | | | | |
| China Sugar Refining Co., Limited | 20,000 | $100 | all | $118, buyers | |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $35, sales | |
| **Steamship Companies.—** | | | | | |
| China and Manila Steamship Co., Ld. | 30,000 | $25 | all | $5, buyers | |
| Douglas Steamship Co., Limited. | 20,000 | $50 | all | $54, buyers | 6 p.c. |
| H'kong., Canton & Macao S.B. Co., Ld | 80,000 | $15 | all | $22, sellers | 4 p.c. |
| Indo-China Steam Navigation Co., Ld | 50,000 pref. 50,000 def. | $25 | all | $104½ buyers | |
| Shell Transport & Trading Co., Ld | 4,047,670 | £1 | all | 9/-, o'd. sellers | 7½ p.c. |
| Star Ferry Company, Limited .. | 40,000 | $10 | all | $37, sellers | 5½ p.c. |
| South China Morning Post, Limited .. | 6,000 | $25 | all | $29 | |
| Steam Laundry Company, Limited .. | 20,000 | $5 | all | $3.15, buyers | 8½ p.c. |
| **Stores and Dispensaries.—** | | | | | |
| Powell, Wm., Limited ... ... .. | 21,000 | $7 | all | $5½, buyers | 7½ p.c. |
| Watson & Co., A. S., Limited ... | 20,000 | $10 | all | $6.60, sellers | 9 p.c |
| Union Waterboat Co., Limited ... .. | 50,000 | $10 | all | $17½, buyers | 6 p.c. |

| Loans. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1913 | Tls. 767,200. | Tls. 250 | 7% p. annum | Par. |

VERNON & SMYTH, *Share Brokers.*

## BANKS


THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital ... ... ... ... £1,200,000
Reserve Fund ... ... ... ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.
Hongkong, 8th June 1914 [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... ... ... $15,000,000
Reserve Funds:—
Sterling £1,500,000 at 2/— $15,000,000
Silver ... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
§S.§H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

Hongkong Interest Allowed.
On Current Account at the rate of Two (per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... ... ... $1,500,000
Subscribed " ... ... ... 1,125,000
Paid-up " ... ... ... 562,500
Reserve Fund ... ... ... ... 500,000

Bankers:
Bank of England,
and
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

THE BANK OF CHINA, GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 18th April, 1913.)

Authorised Capital ..... $60,000,000
Paid-up Capital ..... $10,000,000

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Hsüchow, Teinkangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Luanhsien, Tangshsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinian, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newahwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. Canton. Kuhiyang. Peking: Kueihua, Suiyuancheng etc., etc.

CANTON BRANCH.
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [492

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Offices:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS ... ... ... 4,120,000
(Gold) $7,370,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 12th May, 1915. [103

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... " 10,000,000
Reserve Funds ... ... ... " 3,970,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.

Directors.
Ivetoshi Sada, Esq.
Kyokoku Yamanari, Esq
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (Taiwan).

Branches and Agencies.

| | | | |
|---|---|---|---|
| Akou | Kagi | Makung | Taichu |
| Amoy | Karenko | Osaka | Tainan |
| Canton | Keelung | Shanghai | Taito |
| Foochow | Kiukiang | Singapore | Takow |
| Giran | Kobe | Shinchiku | Tamsui |
| Hongkong | London | Swatow | Tokyo |

London Bankers:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

K. TSUDZURABARA,
Manager.
Hongkong, 15th April, 1915. [556

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund ..... Fl. 7,765,500 (£647,125

Head Office: AMSTERDAM.
Head Agency: BATAVIA.

LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 17th November, 1914. [12


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